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AIR CARGO

the magazine of air marketing and distribution

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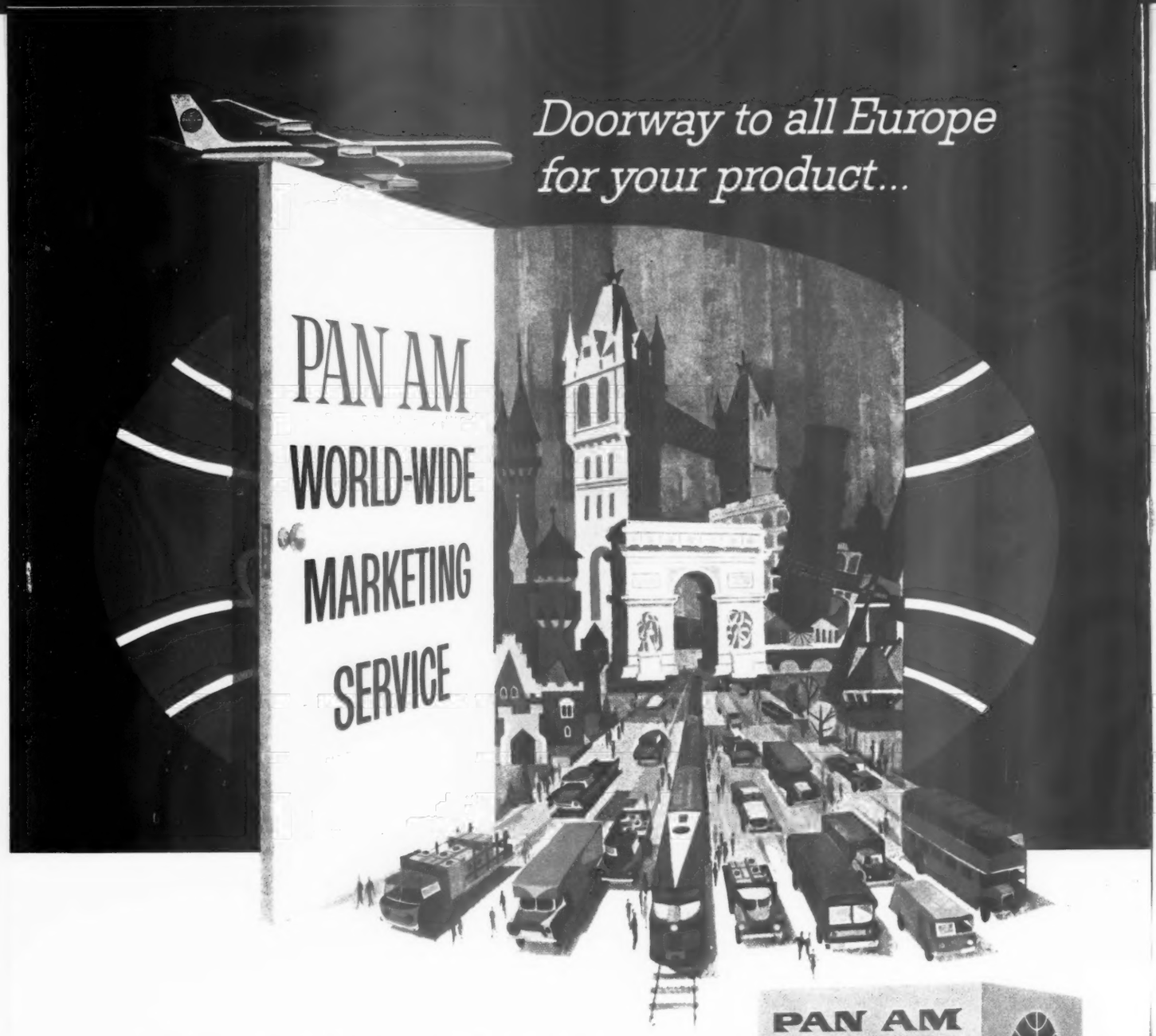

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AIR CARGO

an American Aviation Publication

OCTOBER, 1961, VOL. 5, NO. 10

Features

MORE ON THE TIGER TARIFF 7
A letter by Roger Ulvestad

WHO IS USING AIR FREIGHT? 14

RATE CUTS A COMPETITIVE WEAPON 18
By Donald J. Frederick

CAB PROPOSES EXTENDED PU&D AREA 21

Departments

TRENDS 9

NEWS 10

CAB 22

CARRIER ROUNDUP 30

NEW PRODUCTS AND PROCESSES 34

TECHNICAL LITERATURE 36

ON THE DOCKET 36

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Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part III is issued containing AIRIMP-CARGO.

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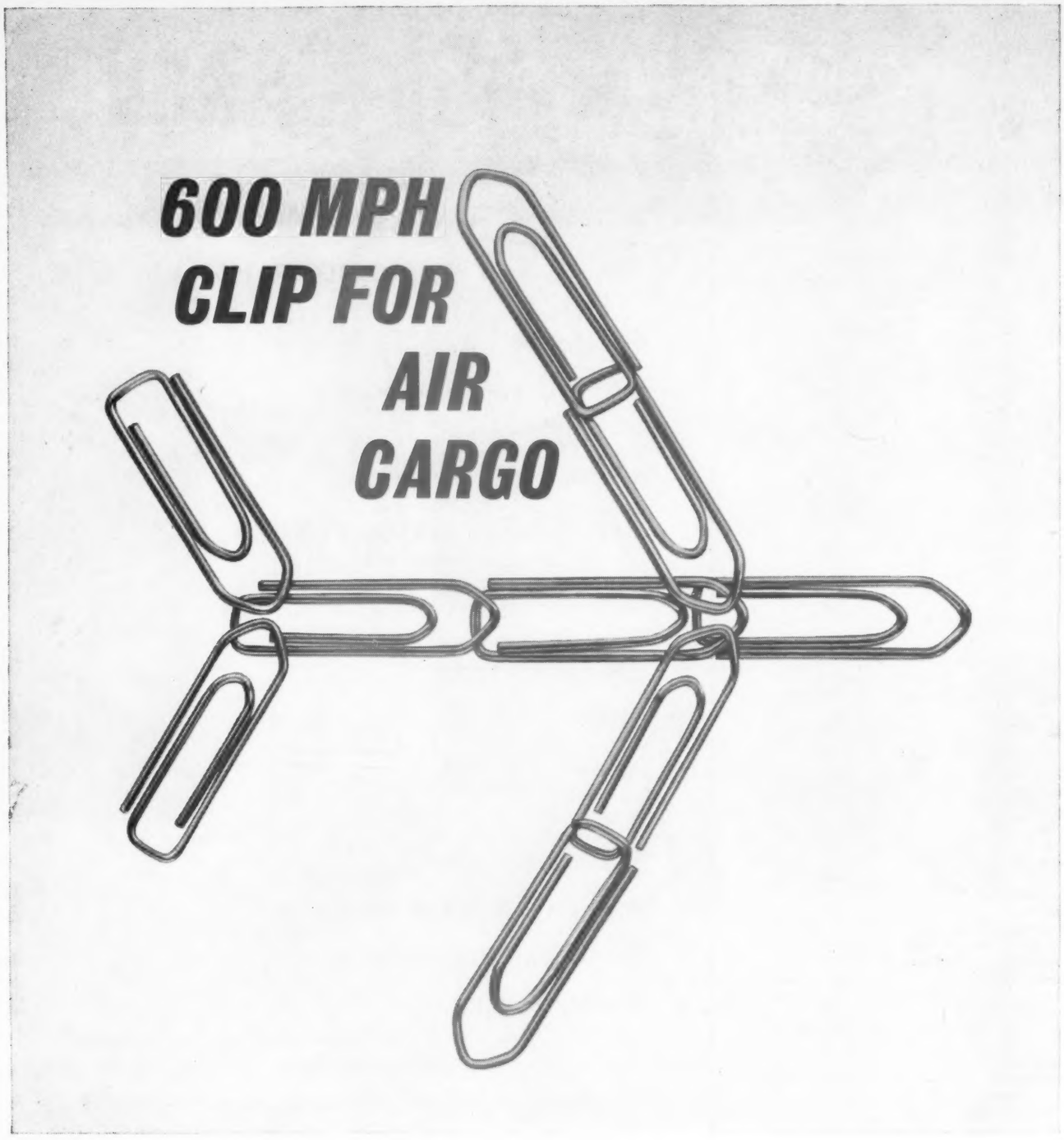

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EDITORIAL

More On The Tiger Tariff

LAST MONTH, on the editorial page, we growled at the tariff proposal of the Flying Tiger Line. The Tigers have replied:

"We were very pleased with the coverage given the new tariff proposal of the Flying Tiger Line in the September issue of AIR CARGO. However, we would like to answer some of your editorial comments on its complexity and correct some misimpressions that may exist.

"FTL has NOT adopted a truck tariff. We have merely become a participant in the freight classification of the New England Motor Rate Bureau. Flying Tigers will publish its own tariff which will prescribe the actual rates for freight in various classes as set forth in the classification. It is our hope that the air freight industry eventually can design and publish its own classification. However, the time and expense needed to do so would be prohibitive for any single carrier at present. A large majority of the products listed in the New England Classification are not expected to move by air for some time so the complexity may be less than it seems.

"We do not expect any problems of acceptance by shippers. Nearly all of them send most of their traffic today by rail and truck and these modes have used a class and commodity rate structure virtually since their inception. Our own personnel, most of whom have never been exposed to this type of tariff, have been able to determine rates with proficiency after a short indoctrination. Industrial traffic managers who have looked at our preliminary tariff structure have all commented favorably. Some have gone so far as to say, 'It's about time you people became realistic.' Because air freight must be diverted from surface carriers for the most part, we feel that we must compete with them on the basis of the ground rules that have been long established.

"In two years of research, Flying Tigers looked at many types of tariffs but all of them had shortcomings far greater than that adopted. Professor Stanley Brewer of the University of Washington as well as many other transportation experts were consulted. All agreed that pricing flexibility is necessary if the industry is to develop. Also, the consensus was that the goal of a new tariff should be to increase freight volume at a profit, and not to decrease complexity of pricing at the expense of this goal.

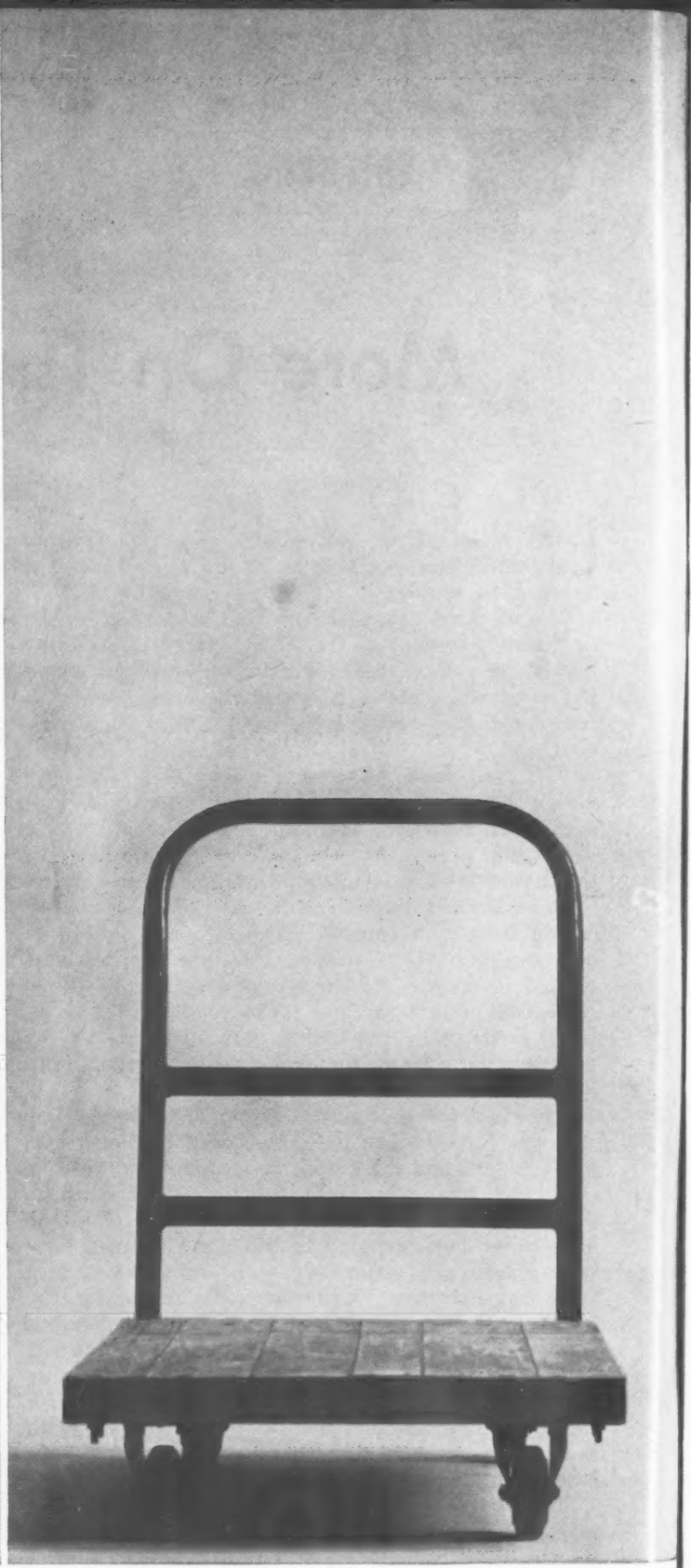
"Density is the prime (and almost sole) criterion used for classification. As you stated, the present cube rule is completely inadequate both in theory and in application. However, a sophisticated system of weighing and measuring individual shipments is also impractical. Under such a method, a shipper would not be able to compute his transportation charges until the carrier actually processed the shipment. Obviously, this would meet great resistance from the shipping public.

"Another point you make is that Tigers 'would prefer to have their planes gross out before the cube limit is reached.' The class rate structure is designed so that the Tigers will break even at a 70% load factor of either weight or cube. The monetary return will be the same, so whichever of the alternatives is achieved is immaterial from both the revenue and cost standpoint.

"When we first embarked on our tariff research program, we also thought 'there ought to be an easier way.' After expenditure of much time and money, we have been unable to find it. Other airlines had an opportunity to propose alternative pricing philosophies at the Civil Aeronautics Board Cargo Conference on July 28. None were tendered. Representatives of Tigers attended both the Paris and Montreal IATA cargo tariff meetings. The new pricing structure adopted for the North Atlantic was also deemed unfeasible for our operation.

"We have found transportation pricing a very complex subject and could have researched the area indefinitely. However, increased capacity and decreased costs are here now and Flying Tigers has chosen the alternative which appears best to them for development of air freight."

(signed) ROGER B. ULVESTAD
Special Assistant to the President
The Flying Tiger Line, Inc.



All gone

Here in Zurich's new cargo terminal, transshipping time is measured in minutes—not hours. There are 27 reasons why. One is the terminal itself—120,000 square feet of the world's most complete jet-age cargo facilities. The other 26 reasons are the 26 major international airlines that link Zurich with all Europe, Africa, the Middle East and the Orient. At the head of the list—Swissair, whose jet fleet serves 56 cities on 5 continents. Next time you ship cargo, take advantage of Zurich's unique facilities—including high-speed conveyor systems, refrigerator rooms, animal hostels, 9,000-square foot free trade zone, radiation storage, guarded vaults, plus all forwarders, agents and airline offices all under one roof. Phone your cargo agent, forwarder, or Swissair. 10 West 49th Street, New York 20, New York, FAculty 2-8600

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TRENDS

Project Horizon, a report to the President on aviation goals for the next ten years, has some recommendation which could be of considerable benefit to the development of air cargo.

The recommendation which should have the most immediate effect, wants to get more mail into the air. The report says the Post Office should develop and submit to Congress a fiscally sound proposal for the carriage of all first class mail by air—including price tags, the areas to be serviced, and the impact on Post Office costs and revenues.

The report does not envision direct subsidy aid for the development of the air freight industry. It recommends, instead, indirect aid—such as the expanded use of air cargo services for mail and military cargo, government support for the development of cargo aircraft, and guaranteed loan legislation.

During the 60s, rates for international air freight are expected to decline about 60%. International air freight ton miles are expected to climb to about five billion by 1970. U.S. flag carriers should handle two of the five billion.

Domestic rates were projected to decline approximately 45%. This, coupled with a substantial growth of the Gross National Product and improved ground handling capability should produce domestic air freight traffic of 2 1/3 billion ton miles by 1970.

By 1970, the U.S. cargo aircraft fleet is expected to be entirely turbine powered. For some of the combination airlines, cargo versions of big passenger jets will be used—because of fleet compatibility. For the larger combination airlines, new aircraft specifically designed for cargo operations should prove more attractive. The study group believes that the bulk of the increased cargo demand in the 60s will be satisfied with pure cargo planes.

Project Horizon found that long haul cargo transportation does offer a good potential for air cargo penetration. However, "the medium haul business must also be exploited with energy and imagination or the projections of air freight demand developed in this study will never come to fruition."

By the middle 60s, air freight will need a substantial number of short to medium range cargo planes with a payload capacity of about 30,000 pounds.

Personnel specializing in cargo are beginning to be developed by the Civil Aeronautics Board. The Board is recognizing the growing importance of cargo to airline development and wants the continuity of attention that cargo specialists bring.

The Glide-Aire system of materials handling, developed by Douglas Aircraft in connection with cargo aircraft development work, should be on the market in 1962 as a product from Clark Equipment Co. Douglas has licensed Clark to build and sell the system which employs a cushion of air to overcome friction.

Air France is anticipating a sizable traffic increase this fall. In October, the French Flag carrier will increase schedules to three, round-trip, 1049H, cargo flights a week between New York and Europe.

Lashed to the seats, drums of the insecticide preempted passenger space during the height of the armyworm crisis in Egypt.

R. V. Connelly of Frederic Henes (left); and J. Ackerman of KLM stand by as a truck of Sevin is unloaded at Idlewild.

Union Carbide Uses Many Lines In Vast Cargo Lift To Egypt

It took thirteen airlines and the Military Air Transport Service to complete what has been described as the "largest airlift in commercial aviation history." The lift involved the air shipment of more than two million pounds of the insecticide Sevin from the U.S. to Egypt.

The airlift was launched in response to a frantic appeal from the Egyptian government. The country's cotton crop was threatened by an advancing horde of armyworms. The invasion threatened to wipe out the entire cotton crop grown in the Nile River Valley.

Egyptian officials, who visited the International Agricultural Exposition held in Cairo last spring, remembered the exhibit sponsored by the Union Carbide Company, manufacturer of Sevin insecticide. They turned to Union Carbide and the U.S. government in the emergency.

The response was prompt. Chartered aircraft filled with the insect killer were immediately dispatched from New York's International Airport. More than 100 aircraft were thrown into the two-week lift. Participating airlines included: Air France, Air India, Alitalia, Irish Airlines, KLM Royal Dutch Airlines, Lufthansa German Airlines, Pakistan Airlines, Pan American World Airways, Sabena World Airlines, Scandinavian Airlines System, Seaboard World Airlines, Swissair, and Trans World Airlines. In two weeks, these carriers flew over 2 million pounds of the insecticide to Egypt.

The U.S. government called on the Military Air Transport Service. Planes were dispatched with over 60 tons of Sevin from Andrews Air Force Base in Washington, D.C.

Coordination of the insecticide move proved to be a real challenge in logistics. Union Carbide enlisted the services of Frederic Henjes Jr., Inc., a New York air cargo agent, to organize the move.

In an operation reminiscent of the Berlin airlift, the agent set up headquarters in a hotel near the airport. R. V. Connelly and Jerry Miller, both managing directors of the firm's air cargo division, were in charge of coordinating the move.

Their services were soon needed. Union Carbide acted within 24 hours after hearing from Egypt. The big chemical company threw into action everything from tractor-trailer rigs to pick-up trucks in the effort to transport the insecticide from plants in Maryland and New Jersey.

Upon arrival at Idlewild, the trucks were directed to the various airlines involved in the move. In many instances, the insecticide powder, packed in 100 and 50 pound fibre drums, was loaded onto passenger jets, which were pressed into cargo service.

Some of the airlines flew the Sevin directly to Cairo. Others routed their aircraft via Europe, where the drums were transferred to air freighters bound for Cairo. Upon arrival in Egypt, the Sevin was mixed immediately into a spray for field use. Union Carbide agricultural scientists were on the scene to assist in the preparation and application of the deadly chemical.

The situation was so drastic that schools were closed in Egypt. Children were mobilized to help spread the pesticide on the ground. At the same time, spray planes went into action hitting the armyworms from the air.

One of the beauties of the chemical is that it is easy to apply by hand operated sprayers—Sevin is lower in toxicity to humans and warm-blooded animals than other insecticides. At the same time, it is extremely effective in controlling a wide range of insects.

Sevin is not unknown in this country. It has been used successfully in the cotton-growing regions of the U.S. for the past two years.

The insecticide and air transportation cost the Egyptian government some $2 million. But it was worth it. Vast areas of the valuable cotton crop were spared.

Airlines involved in the Sevin airlift were of course pleased at the unexpected source of cargo revenue. However, this was not the sole source of satisfaction. As one industry official put it: "We were amazed at what we could accomplish when the chips were down. In two weeks, we moved over two million pounds of freight half way around the world." -■

Alaska-REA Joint Tariff Offers Through Rates

A joint air-surface tariff which is expected to benefit shippers and consignees in Alaska and the 48 contiguous states in the continental U.S. is now in effect. The tariff, a joint REA Express-Alaska Airlines venture, permits cargo shipments from throughout the 48 states to Seattle by surface, from Seattle to Anchorage and Fairbanks, Alaska by air, and from there to a number of Alaskan points by surface.

The tariff lists single through charges between given points, equivalent to existing surface express charges for through services. There is only one rate for the shipper to find.

For instance, under the tariff, a 50 pounds shipment would move between Chicago and Anchorage for $14.69, compared with all-surface motor carrier and steamship charges of $18.05.

The joint rate concept has been warmly endorsed by the Civil Aeronautics Board. Refering to the REA-Alaska Airlines tariff, CAB Chairman Alan S. Boyd publicly stated: "I would like to see more and more of this type of filing before the ICC and the CAB."

In addition to the joint rates, the tariff lists existing 100 pound rates on general commodities moved in volume to and from Alaska in weight brackets beginning at 100, 440, 1000, 2500 and 5000 pounds.

Northbound Perishables Increased To Florida

Vegetables and fruits grown in Latin America are being flown by the tons into Miami to satisfy that city's growing Latin population. The northbound boom in the movement of perishables has proved an especial bonanza to farmers of the Dominican Republic.

In one month, Pan American World Airways carried 245,980 pounds of fresh perishables from Ciudad Trujillo to Miami, more than ten times the totals of a few years ago. Single shipments have been as high as 20,000 pounds.

AA To Switch Airports In Chicago

All Chicago operations of American Airlines will be moved to O'Hare International Airport when facilities are completed there. The carrier presently has split operations between O'Hare and Chicago Midway Airport. American told the City of Chicago that the move would take place in 60 to 90 days, when work currently under way at O'Hare is completed.

Varig Buys REAL; Deal Awaits Approval

Varig Airlines has purchased REAL Airlines outright for an undisclosed price. The deal between the two Brazilian carriers is subject to governmental approval.

The move follows purchase last May by Varig of Aerovias Brasilia, the international division of REAL. Information regarding physical transfer of equipment and other purchase details was held up pending government approval.

Known to be included in the transaction are three Convair 990 jets, which were slated for delivery to REAL in December. They will be used by Varig on the Miami and Los Angeles-Tokyo routes.

Air Charter Operator Flys Tailored Cargo Trips

A combination passenger and special cargo transport service called Chargo has been started by Special Air Services of Alexandria, Va. Planes assigned to Chargo service will transport personnel and equipment to conventions, and sales meetings whenever emergency field services and equipment are required. Special Air Services said it would also tackle numerous other passenger/cargo tasks required by industry and business.

The firm provides a custom-tailored charter air service to over 6000 airports in the U.S. and Canada.

Door To Door Tariff Filed By Delta

The first tariff reflecting the cancellation of the minimun rate orders was filed by Delta Air Lines on September 5. Intended for an effective date of October 6, the new Delta tariff proposes deferred, door-to-door general commodity rates between Chicago and Detroit, on the one hand, and Miami, Tampa, Houston, New Orleans, and Atlanta, on the other.

Although the tariff is intended to go into effect after the minimum rate order is off the books, the new rates were prepared while the rate floor still governed. The air portions of the door-to-door haul are at approximately 55% of the normal rates. The pick up and delivery portions, which are included in the new rates, are actually reductions from standard PU&D charges. In several instances PU&D costs are also at 55% of standard rates.

Delta proposes to handle traffic under the new tariff on a space available

2nd Quarter North Atlantic Cargo Traffic

	AF	Air India	Alitalia	BOAC	Luft hansa	El Al	Iberia	Irish	KLM	PAA	Qantas	Sabena	SAS	SWA	Swiss	TWA	Total
Cargo Flights																	
Eastbound	22	....	25	25	49	....	....	....	48	123	....	14	....	177	1	72	556
Westbound	23	....	25	26	50	....	....	....	48	121	....	18	....	112	2	73	498
Total	45	....	50	51	149	....	....	....	96	244	....	32	....	289	3	145	1054
Freight (Tons)																	
Eastbound	650.0	74.0	301.0	566.9	748.2	86.9	26.6	52.2	1108.0	1503.5	19.7	400.7	296.5	1709.2	281.1	792.2	8616.7
Westbound	539.9	23.7	393.8	500.5	489.6	150.9	24.8	32.6	943.0	1137.3	6.1	214.5	338.9	694.1	255.6	591.6	6336.9
Total	1189.9	97.7	694.8	1067.4	1237.8	237.8	51.4	84.8	2051.0	2640.8	25.8	614.2	635.4	2403.3	536.7	1383.8	14953.6
Mail (Tons)																	
Eastbound	20.3	4.6	1.8	45.1	10.2	5.8	4.9	3.9	16.0	1371.7	0.3	14.0	17.0	618.0	28.1	847.4	3019.1
Westbound	126.1	7.8	89.7	250.0	220.2	16.5	7.1	8.8	65.0	368.9	....	46.2	91.2	172.2	74.0	259.9	1803.6
Total	146.4	12.4	91.5	295.1	230.4	22.3	12.0	12.7	81.0	1750.6	0.3	60.2	108.2	790.2	102.1	1107.3	4822.7

A sharp upturn in freight ton miles carried over the North Atlantic was recorded in the second quarter of 1961. Total tons flown by the transatlantic carriers reached 14,953.6, a 10.2% rise over the 13,566.6 tons carried in the first quarter. The gain reflected the increased number of cargo flights scheduled—1054 against the 943 flown in the first three months.

Pan American World Airways regained the number one freight position by carrying 2640.8 tons. Seaboard World Airlines, number one in the first quarter dropped to the two slot with 2403.3 tons. KLM remained in third place with 2051.0 tons. All three carriers showed increases over the first quarter.

Mail tons remained fairly static, totaling 4822.7 tons, only 1.09% above the 4770.6 tons carried in the first quarter.

MORE ALL-CARGO FLIGHTS BEGINNING OCT. 1

Why? Reason 1: More shippers will be taking advantage of Air France's new low cargo rates... now cut as much as 65%! Reason 2: Air France delivers to more countries and cities than any airline. Reason 3: Best distribution point in Europe—Paris—smack in the middle of the European market, prime gateway to Africa, the Middle and Far East. Reason 4: Short closing time—one hour before take-off. Reason 5: All-cargo flights are in addition to daily jet cargo service. Reason 6: Same low insurance rates. Reasons enough why you should see your Cargo Agent or call Air France.

AIR FRANCE CARGO

WORLD-WIDE CARGO SERVICE/WORLD'S LARGEST AIRLINE

basis subject to the built-in delays that were required under the minimum rate order. Shipments picked up in Chicago on Monday may not be delivered to the consignee prior to 7 p.m. Wednesday. If the pick up is Tuesday, delivery cannot be before 7 p.m. Thursday, etc.

Minimum charge will be the charge for 300 pounds.

A sample of the rates show:

From	To	* Rate per 100 lbs.
Atlanta	Chicago	$4.95
Chicago	Atlanta	5.95
Miami	Chicago	7.70
Chicago	Miami	8.90
Detroit	Houston	8.25
Houston	Detroit	7.25

* *Includes pick up and delivery*

Looking out of the CL-44 during the demonstration in Washington, D.C. On the floor are pallet tracks; overhead, rings for restraining nets.

Five More CL-44s May Be Ordered By FTL

Five additional turboprop freighters may be purchased by The Flying Tiger Line. The new order, which is dependent upon firm financing, would bring FTL's CL-44 orders to 15.

Plans to acquire five more of the big swing tail freighters were revealed by the Tigers' president Robert W. Prescott while in Washington, D.C., for a public showing of the CL-44.

The projected order reflects Tigers' satisfaction in the new freighter. The airplane, said Prescott, has matched or exceeded every projection made for cost, performance and reliability. The carrier now has six of the 10 CL-44s on order. It is planning an initial utilization of 10 hours per day for the aircraft with an eventual goal of 16 hrs. Present night schedules will continue initially but FTL is looking forward to around-the-clock operation.

Based on cost forecasts, Prescott was confident that low cost air freight rates were a certainty. "We can show that such rates, averaging 30% below existing tariffs, can make money for the carrier and still offer a tremendous new shipping opportunity to much of business, industry and agriculture which has been ruled out of the air by todays higher rates," he said.

CAL Drops Rates On Cut Flowers

New rates reducing the tariff for the movement of cut flowers out of Denver to a number of cities in the south have been introduced by Continental Airlines.

A sample of the cities and the rates per 100 pounds from Denver are: Houston, $9.81; San Antonio, $8.95; Atlanta, $15.16; Miami, $19.38; and Jacksonville, $18.34.

New Bonded Warehouse Ready For Newark Shippers

A public bonded warehouse with 540,000 cubic feet of heated and sprinklered space is now available to shippers in the Newark, N.J. area. The warehouse, which was opened on October 1, is located off U.S. Route 22 and is handy to the Garden State Parkway, the New Jersey Turnpike, U.S. Route 1, and Newark Airport.

The warehouse will provide shippers with drop shipping services for out-of-town manufacturers, as well as transfer and dead storage. It is equipped with the latest materials handling equipment, including fork lift trucks.

Large loading doors and a loading dock can accommodate six trucks.

Complete information on the new warehouse can be obtained from Karl Wolff, Jacobson Manufacturing Company, Inc., Mark Road and Michigan Avenue, Kenilworth, N.J.

Fisher Joins AAP

Leigh Fisher, authority on airport management and finance, has joined the staff of American Aviation Publications as editorial director—airports. At the same time, Fisher will continue his interests in airport consulting and aviation investment activities.

Fisher organized the airport consulting firm of Leigh Fisher & Associates (now Leigh Fisher Associates, Inc.) in 1946, and has done work on more than 200 civil airports throughout the world.

Six months ago he turned over the company's management to A. W. Compton. Fisher continues to serve as consultant through his company on special airport projects, but will devote much of his time to writing, lecturing, and advising private investors in aviation projects, particularly in real estate and airport ventures for general aviation.

Fisher will contribute material to AIR CARGO, AIRLIFT, SKYWAYS, *and other AAP publications. In the November issue of* AIR CARGO, *Fisher will cover the cargo developments at Los Angeles International Airport.*

AIR CARGO
OCTOBER, 1961 Vol. 5 No. 10

Who Is Using Air Freight?

AIR CARGO's First Annual Air Freight Survey locates air freight users; finds out how much they spend and how they spend; learns how shipments are moved to air terminals; and discovers who controls the routings for most shipments.

Approximately how many dollars does your company spend per year for air freight shipments?

	Total		New England		Mid-Atlantic		South Atlantic		East N. Central	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Under $1,000	219	31%	15	23%	46	27%	16	34%	63	30%
$1,000-$9,999	350	49	40	63	86	51	22	47	110	52
$10,000-$49,999	95	14	7	11	25	15	7	15	22	10
$50,000-$99,999	24	3	0	—	5	3	1	2	9	4
Over $100,000	23	3	2	3	7	4	1	2	8	4

Percentage of Total Freight Bill Represented by Air Freight — by geographical region —

	Total		New England		Mid-Atlantic		South Atlantic		East N. Central	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Less than1%	228	40%	19	39%	54	39%	16	47%	59	35%
1-5%	269	47	23	47	62	45	13	38	94	55
6-10%	32	6	2	4	9	7	4	12	9	5
11-50%	23	4	4	8	8	6	0	—	3	2
Over 50%	3	1	0	—	0	—	1	3	1	1
Don't Know	12	2	1	2	4	3	0	—	4	2

AIR FREIGHT is not an unknown service in the United States. Probably every major concern in the country has had some experience with the movement of things by air, and 91% of these firms report they are currently using air freight as a shipping medium.

Some firms use air freight sparingly; others go all out—spending more than $100,000 a year for air freight shipments. Percentagewise, 40% of the firms report air freight expenses of less than $1000 per year; 3% spend more than $100,000.

These figures were drawn from a survey conducted by AIR CARGO this summer. We wanted to learn more about this business which has been at the "threshold of a breakthrough" for so long.

For our information, we went to the nation's traffic executives. These are the vice presidents, directors, managers, etc., of traffic and shipping for 7099 concerns which consider traffic important enough to need a traffic executive.

Of the questionnaires sent, more than 800 were returned of which 799 had usable information. The information was put on punch cards and tabulated by The Service Bureau Corp. (subsidiary of IBM).

The tabulated material told us:

Nearly half of the companies (49%) spend between $1000 and $10,000 annually for air freight.

Nine out of ten of the firms (90%) use their own traffic departments for making air freight shipments. However, many of these same firms also use air freight forwarders.

One surprising statistic: 85% of the traffic executives claimed to control the routing of both inbound and outbound shipments.

The 15% who did not claim to control both inbound and outbound shipments usually claimed control in routing one or the other. A typical reply was: "Inbound by manufacturer—outbound by us."

Another statistic we found surprising was the amount of money which annually goes into the preparation and handling of freight shipments (not just air freight). When the returns were in, and the results tabulated, we discovered our firms were spending more than a billion dollars a year on materials handling equipment and packing supplies.

We also learned something about the geographic distribution of air freight shippers. The Eastern part of the U.S. produces the most air freight users (New England and Mid-Atlantic states —94% of the firms use air freight; East North Central—93%; East South Central—92%). This was according to form.

The largest annual expenditures for air freight occurred in the West North Central and Pacific areas where 28% and 26% of the firms, respectively, spent over $10,000 a year.

— by geographical region —

West N. Central		East S. Central		West S. Central		Mountain		Pacific		All Other (Canada, Terr.)	
Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
26	37%	10	43%	12	44%	6	43%	10	21%	15	42%
25	36	11	48	10	37	6	43	26	53	14	39
12	17	2	9	4	15	2	14	8	16	6	17
4	6	0	—	1	4	0	—	4	8	0	—
3	4	0	—	0	—	0	—	1	2	1	2

West N. Central		East S. Central		West S. Central		Mountain		Pacific		All Other (Canada, Terr.)	
Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
28	46%	10	53%	7	47%	5	38%	19	42%	11	46%
28	46	8	42	5	33	8	62	17	38	11	46
3	5	1	5	0	—	0	—	3	7	1	4
1	1	0	—	1	7	0	—	5	11	1	4
0	—	0	—	0	—	0	—	1	2	0	—
1	2	0	—	2	13	0	—	0	—	0	—

In making air freight shipments, do you use: ☐ Air Freight Forwarder? ☐ Own Traffic Department?

— by annual dollars spent for air freight —

	Total		Under $1,000		$1,000-$9,999		$10,000-$49,999		$50,000-$99,999		Over $100,000	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Composite	693	100%	211	100%	341	100%	94	100%	24	100%	23	100%
Air Freight Forwarder	64	9	33	16	20	6	6	6	1	4	4	17
Own Traffic Department	489	71	161	76	242	71	64	68	14	58	8	35
Both	138	20	16	8	79	23	24	26	9	38	10	44
Other	2	*	1	*	0	—	0	—	0	—	1	4

In making air freight shipments, do you use: ☐ Air Freight Forwarder? ☐ Own Traffic Department?

— by air tonnage used per year —

	Total		Under 1 ton		1-9 tons		10-99 tons		Over 100 tons	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Composite	683	100%	162	100%	338	100%	140	100%	43	100%
Air Freight Forwarder	63	9	25	15	24	7	11	8	3	7
Own Traffic Department	483	70	120	74	248	73	92	66	23	53
Both	135	20	16	10	66	20	37	26	16	37
Other	2	1	1	1	0	—	0	—	1	3

What are the firms shipping? Just about everything. However, certain commodities turned up in the replies more frequently than others. The top commodity moving by air is "machinery parts, spare parts, repair parts—a rather broad description which covers a multitude of items many of which were shipped by air freight to solve an unprogrammed emergency.

The survey also indicated that there were quite a few items moving by air which very probably were on a programmed emergency basis—such as advertising material and displays. Other items which appeared frequently: Electrical parts and components; Primary metal fabrications, Castings; Automobile parts; Paper and printed matter (not advertising material); Wearing apparel; Food, Tobacco, and Alcohol; Chemicals; Electronic equipment, components and parts; and Consumer appliances. By lumping seemingly similar items together, the AIR CARGO survey boils the list of things moving by air to about 300 items. To this list must be added: miscellaneous merchandise—department stores, and something several respondents called "general cargo."

To move these commodities to airports, the firms reported use of house trucks, airline trucks, and other cartage agents. Most of the firms indicated multiple usage, that is, a firm might use both an airline truck and a house truck for moving shipments from a plant to the airport. Statistically, 50% of the firms showed some use of airline truck; 44% showed some use of house truck; and 46% showed some use of other cartage agent. As a concern's use of air freight expands, so does the use of the airline truck. Of those firms shipping more than 100 tons a year by air, 60% reported use of airline cartage. By comparison, 45% of the firms which ship less than one ton a year by air use airline truck.

Following is the list of questions which AIR CARGO's first annual air freight survey asked. With each question is the composite answer (in bold face type).

1. Are you currently using air freight as a shipping medium?
   Yes **91%** No **9%**

2. Approximately how many dollars does your company spend per year for air freight shipments?

Under $1000	**31%**
$1000 to $9999	**49%**
$10,000 to $49,999	**14%**
$50,000 to $99,999	**3%**
Over $100,000	**3%**

2a. Please estimate what percent of your total freight bill this represents.
No composite figure was developed from this question since so many of the replies indicated that air freight accounted for only a tiny part of 1% of the total freight bill.

3. Approximately how much air tonnage do you use per year?

Under 1 ton	**24%**
1 to 9 tons	**48%**
10 to 99 tons	**20%**
Over 100 tons	**6%**
Don't know	**2%**

3a. Please estimate what percent of your total freight tonnage this represents.
Again, no composite figure was developed since air freight tonnage was well below 1% for many firms.

4. What commodities do you ship by air?
The replies to this question produced a long list of commodities which did not vary significantly from the results of other surveys to determine what is moving by air.

5. In making air freight shipments do you use:
   Air Freight Forwarder? **29%**
   Own Traffic Department? **90%**
   The percentages add to more than 100 because many firms use both.

6. As a means of moving air shipments to terminals, do you use:
   Own House Truck? **44%**
   Airline Truck? **51%**
   Other Cartage Agent? **46%**
   The percentages add to more than 100 because many firms reported use of two and even all three means of cartage.

7. Do you control the routing of in and outbound air shipments for your company?
   Yes **85%** No **15%**

8. How much do you estimate you spend annually for:
   a. packaging supplies for shipping **$139,518**
   b. Materials handling supplies and equipment (hand trucks, conveyers, pallets, etc.,) **$30,749**
   c. office supplies used in freight traffic management? **$1,988** ■

New AMF 40,000 lb. Aircraft Cargo Loader

(Developed for U.S. Air Force Materials Handling Support System)

Incredible growth in aircraft numbers, capacity and speed created a problem for military air cargo handling: how to get planes loaded for take-off and, after landing, unloaded with speed and efficiency.

This 40,000 lb. Aircraft Loader, developed by AMF's Air Terminal System Group, under contract to Wright-Patterson Air Force Base, is part of the answer. The AMF Aircraft Loader is self-propelled, raises its cargo 13 feet, and has a remotely controlled winch that moves palletized cargo into and out of aircraft.

The loader is one unit of a system in which cargo is carried on standard-sized pallets that move over conveyors and guide rails in aircraft. These align pallets, and permit rapid loading and unloading. Remotely controlled rail restraints secure pallets in flight.

In addition to this 40,000 lb. loader, AMF has under development 10,000 and 25,000 lb. capacity units, a universal lift vehicle, and auxiliary equipment for maintenance and servicing aircraft.

AMF has also developed and demonstrated the universal cargo handling system used with the 40,000 lb. loader, and has designed this equipment to be compatible with all existing cargo aircraft planned for use by the Air Force.

The experience and knowledge gained from the development of this equipment is being applied by AMF's ATS Group on commercial airline problems.

IN ENGINEERING AND MANUFACTURING, AMF HAS INGENUITY YOU CAN USE . . . AMERICAN MACHINE & FOUNDRY COMPANY

AMF

For detailed literature, write to: American Machine & Foundry Company, GOVPG, 261 Madison Avenue, New York 16, N. Y.

U.K. Freight Study . . .

Rate Cuts Seen As A Competitive Weapon

With lower rates the whole of Europe would feel the full impact of air freight on the industrial economy

By DONALD J. FREDERICK

THE UNITED Kingdom-Europe market represents an untapped air freight potential which could yield traffic increases of 120% and 200% with over-all rate reductions of 40% and 50% respectively. With these reductions, air freight could make a competitive impact on almost the whole of industrial Europe.

These conclusions were reached by Kenneth R. Sealy and Peter C. L. Herdson of the London School of Economics and Political Science in a sample study entitled *Air Freight and Anglo-European Trade*. The study, prepared in cooperation with the A.T.S. Company of Hawker Siddeley Aviation Ltd., places special emphasis on the current and competitive position of air freight in the British Isles. Distribution costs involved in the movement of goods from factory to consumer are examined in detail.

Close examination revealed that total distribution costs provide a better yardstick than freight costs in measuring the economic advantage of air freight. Only 2% of the 5000 consignments studied were cheaper by air when judged by the criteria of freight charges alone. In contrast, 18% were cheaper when assessed on total costs.

Density of these consignments was high, averaging 22.9 pounds per cubic foot. Some 25% of the consignments were over 1200 pounds in gross weight, with an average density of 34.8 pounds per cubic foot.

The researchers, like the average shipper, had difficulty in tying down total distribution costs.

The survey considered that part of distribution following the shipment from factory to warehouse.

Total distribution costs were broken down into direct and indirect.

Direct costs were defined as those elements which include transportation, packing (materials and labor), documentation, customs and other duties, and other costs including shipping agency fees.

Indirect costs included such items as packaging, insurance, and interest charges on capital tied up in the distribution pipeline.

The difficulty in assessing total distribution costs, the researchers found, lay in the fact that there are three "customers" concerned with each shipment—manufacturer, agent and consignee. Any of these, they point out, can be concerned with the choice of transport used.

Since a large percentage of U.K. exports to Europe are shipped F.O.B., the consignee covers the costs of transportation. The customer thus becomes directly involved and should be kept in the picture. The study says "this problem can be overcome in some instances by the manufacturer, who, at least indirectly, stands to benefit from any advantage air freight may have to offer his customer. Total distribution costs are often shared, for example, the importer may cover transport costs while the exporter is concerned with packing."

The study found that the manufacturer frequently does not break down his packing and other costs, or may alternatively, include them in production rather than distribution. Recommendation is that shipping executives should be given encouragement to analyze their distribution network in relation to the process of production and distribution within the company as a whole, which leads to the conclusion that inventory costs are often affected by the methods of distribution employed.

It is further urged that the manufacturer should be aware of the proportion of his selling price which transport costs, and, more important, total distribution costs, can be.

The Speed Angle

Attacking the problem from another angle, the report stresses speed as an important advantage of air freight. To the shipper, total time in getting a shipment from here to there is what counts. Distribution time, therefore, assumes importance as a cost and sales advantage.

Critically the study notes that the "static time" connected with current air transportation is unreasonably high and seriously impairs the advantages of speed and cost. For instance, it was discovered that loading time for an aircraft is greater than the time the shipment spends in the air. Mentioned as elements of static time are loading, packing, clearing customs and journey time to the airport. "Every effort," the report reads, "to shorten these processes is vital to air transportation, and with the growth of regular traffic, mechanical handling, etc. should prove economically sound."

Although the air consignments studied were packed, on the average, in less than half the time required to pack the same consignments for surface, the researchers singled out this area as meriting the special attention of the air transportation industry.

It was found that the relative advantage of savings in packing costs effected by air freight increased with the weight of the consignment. The greatest savings in packing costs occurred in larger consignments of over 1200 pounds. In summary, the report says the larger the consignment the airlines can carry, the easier it should be to sell the capacity."

Particular criticism was levelled at customs clearance, which the study said, "takes far too long, and seriously impairs the competitive position of air freight." Described as a common occurrence, was customs time of 10 to 48 hours, as contrasted to an air journey of 1 to 2 hours.

One of the primary objectives of the survey was an investigation of comparative costs.

It was discovered that the British shipper was far from lackadaisical about air freight. When it proved a cost advantage to him, he used it.

Peak air freight periods in the U.K., like the U.S., occur in the spring and late fall, with the lowest points in the summer months. Leading items moving by air in the U.K. are in order of importance; machinery, textiles, clothing, chemicals, drugs, paper products and precious metals.

Quantitatively, air freight viewed as a percentage of rail traffic is for the following countries: Netherlands, 20%; France, 5%; Italy, 5%; Belgium, 3%; W. Germany, 3%; and Switzerland, 2%.

Study of these areas indicated that the total distribution cost by surface transport averaged the freight charge plus 254%. By air, total distribution cost was the air freight charge plus 45%. Thus, based on the sample taken by the researchers, air freight, on the average, had lower total costs when the air freight charge was up to 2½ times greater than the surface freight charge.

Short Haul Destinations

Under present rates, most of the air freight between Europe and the U.K. moves to destinations less than 500 miles away. Leading air freight routes were London—Brussels, Amsterdam, Rome/Milan, Stockholm, Basle, Dusseldorf, Paris and Copenhagen.

New rate structures, the report suggests, might take into account the fall-off in the use of air freight over distances greater than 500 miles.

Based on certain assumptions, here is how the study analyzes the effect of rate cuts ranging from 10% to 50%:

Percentage Reduction of Air Freight Rates	Percentage Increase In Air Consignments
10	14
20	33
30	64
40	118
50	220

A separate case is made for rate cuts on larger shipments, those weighing over 500 kilograms—"The shipments where packing advantages are greatest, and where, if new breakpoints in rate structure were introduced, the forwarding agent would find the kind of advantage he now has with bulk loads travelling by surface transport."

Most British shippers, the report found, export through an agent.

The survey is critical of the fact that these agents so far have not been offered comparable benefits with air freight. Larger shipments, accompanied by a new rate structure offering higher breakpoints, should be encouraged.

But even under the present rate set up, the study says a great deal can be accomplished by simply re-orienting the rate structure to give the agent a better shot at bulk consolidation of shipments and to encourage his use of air freight over the longer European routes.

A special section of the study is devoted to the all cargo aircraft. Routes and schedules of passenger airline services rarely were found suitable for cargo transport. Similarly, the researchers contend that the cargo compartments of the combination jet "are inconvenient in size, shape and means of access for the loading and carriage of the rapidly developing air freight traffic." They go "unequivocally" on record as favoring the introduction of modern specialized all cargo aircraft.

As they see it, more economic transport and better handling facilities at existing rates are the benefits stemming from the introduction of modern cargo equipment. Rates and increased business activity are tied to the introduction of more modern equipment.

The two researchers reason: (1) current expansion of business requires the capacity and potential economy of the specialized cargo aircraft; (2) this would provide the airline and shipper with higher standards of service along with increased margins of profitability; and (3) the scope for general or specific decrease in European air cargo rates would be considerably increased with the wider availability of cargo planes.

Breaking down the traffic potential, the study shows that with converted freighters, an airline's total costs increase at the same rate as traffic, and faster than revenue. Total profit declines as traffic increases, since the converted aircraft cannot take advantage of decreasing unit costs.

On the other hand, survey findings revealed that a modern freighter could carry 100% more traffic at only 18% more cost, yielding a possible increase of 40% on current profit levels. With a 200% increase, traffic would be carried at 50% more gross profit.

The lower unit costs of a modern freighter would become effective when the traffic has expanded by less than 20% above the 1961 level. This is irrespective of whether the new traffic is generated by rate reductions or not.

In advancing their air freight findings, the researchers made every effort to assure a representative study. Returns from the Board of Trade were considered. A detailed analysis of airline waybills was undertaken. And a systematic investigation of more than 100 manufacturing companies, complete with interview was carried out. ■

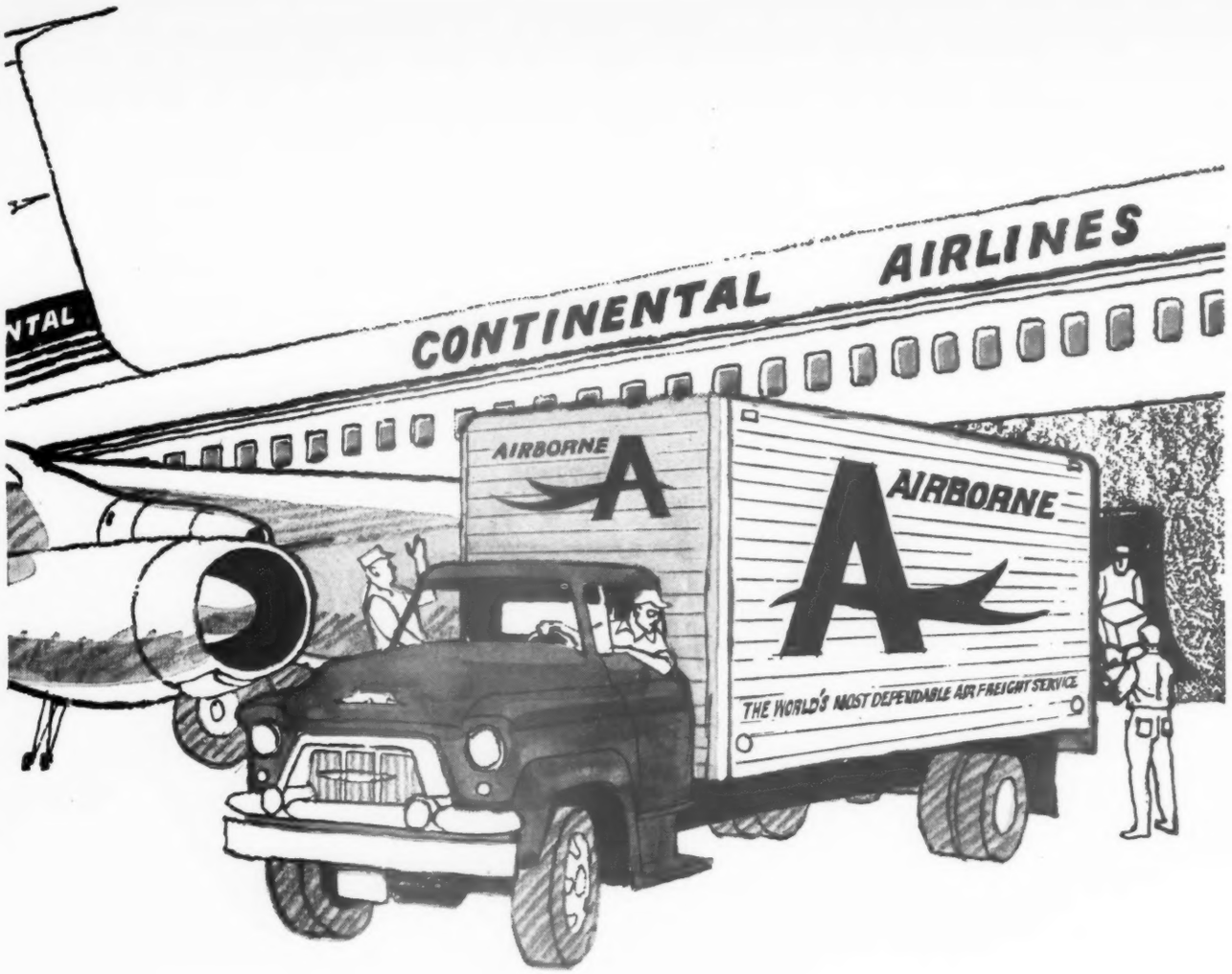
Accumulative totals of consignments by air and sea, by value and weight. High proportion of air shipments are of relatively low value —240 pence per pd. or less.

Consignments of:	Surface		Air	
	No.	%	No.	%
100 pence/lb. and under	30	26%	1	3%
240 " "	72	62%	16	46%
480 " "	99	85%	22	63%
720 " "	102	88%	22	63%
960 " "	110	95%	27	77%
1,200 " "	113	97%	30	86%
1,440 " "	114	98%	30	86%

The four main European cargo routes from the U.K. form a basic network. Minimum frequencies and traffic moving over this network are estimated for 1961.

Sector	Distance (st. miles)	Sched. Cargo Flights[1] 1960	Est. Load[1] (Short tons) 1961
London-Paris	220	22	138.6
London-Copenhagen	611	12	61.2
London-Dusseldorf	311	19	62.13
London-Rome	910	6	30.06

[1]Total both ways per week.



From the Cargo Files of the most experienced jetline in the West:

Why the "world's most dependable airfreight service" relies on Continental's Golden Jet 707s

AIRBORNE FREIGHT CORPORATION serves shippers with 498 offices worldwide. On every continent, Airborne's trucks proudly display the message, "World's Most Dependable Airfreight Service."

Airborne has found, through experience, that Continental Airlines can be relied on to maintain Airborne's reputation for dependability. Continental's fleet of Golden Jet 707s has established an outstanding record of *on-time* performance.

On the ground, also, Continental strives for superior service. For example, Golden Jet cargo is ordinarily accepted up to 45 minutes before flight time! Another important point. You can reserve cargo space in advance, on the *specific* flight you want. At no extra charge.

When the flyword is Continental, the byword is *service*. Beyond everything else, you will find on Continental personalized attention and service. A cooperative attitude toward meeting our mutual challenge: to move airfreight swiftly, economically, dependably.

Find out how Continental can serve *you*. Call your local Continental Cargo Manager or write: Mr. Lee Slay, Director, Cargo Sales, Continental Airlines, Stapleton Field, Denver 7, Colorado.

CONTINENTAL AIRLINES
AIRFREIGHT

AIR CARGO GUIDE SECTION - OCTOBER, 1961

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

TABLE OF CONTENTS

AIRCRAFT CHARTS—Dimensional limits per shipment .... G-17—G-25
AIRLINES DECODING G-48
AIRWAYBILL PREFIX NUMBERS G-48
ANIMALS (Carrier's Conditions of Acceptance) ..... G-26—G-28
CODES and SYMBOLS G-45
EMBARGOES G-16
FLIGHT SCHEDULES—DOMESTIC and INTERNATIONAL .. G-31—G-45
GREYHOUND (AIR-BUS-AIR) INTERCHANGE G-16
PICK UP and DELIVERY ..... G-2—G-15
MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds per square feet) G-46
MAXIMUM WEIGHT PER PIECE BY AIRCRAFT G-47
TELEPHONE NUMBERS (Air Freight Information) ..... G-2—G-15
UNUSUAL SHIPMENTS (Conditions of Acceptance) ..... G-29—G-30
U. S. A. and CANADIAN CITY DIRECTORY ..... G-2—G-15

See SEPTEMBER PART II FOR LISTINGS BELOW

AIRCRAFT CHARTS 63
AIR MAIL
- U. S. – DOMESTIC AIR PARCEL POST 2
- First Class Air Mail Rates 87
- U. S. International Air Parcel Post 88

AIR EXPRESS 3
AIR FREIGHT 3
- CONVERSION TABLES – Currency 8
- Pounds to kilograms and kilograms to pounds 7
- Kilogram rate to pound rate 6

CARRIERS TERMS
- Acceptance of Live Animals and Unusual Shipments 24
- Acceptance of Human Remains 25
- Acceptance of Perishables 25
- Acceptance of Unusual Shipments 25

DOCUMENTARY REQUIREMENTS (By Country) 10
INTERNATIONAL STATION DIRECTORY 35
RATES
- Alaskan General Commodity 34
- Minimum Charges (U. S. Domestic Scheduled Carriers) 34
- Specific Commodity – Transatlantic 83
  Transpacific 86
  U. S. A. – Latin America 82
- U. S. A. – Alaska General Commodity 34
- U. S. A. Domestic General Commodity 26
- World Wide General Commodity 72
- Valuation Charges and Insurance (International) 5

RESTRICTED ARTICLES AND LABELS 22

This directory provides air cargo information for every U. S. and some Canadian cities served by the scheduled airlines. The information is presented under the following headings:

LOCATION. City and State. Also included is the location of military installations and the nearest airline city to the military location.
Every city listed has BOTH AIR FREIGHT and AIR-EXPRESS service unless indicated otherwise by (E) express only, or (F), freight only.

CODE. The three-letter city code as used by the aviation industry.

CARRIERS. The code of each carrier serving each point is shown. Carrier codes are decoded on page G-48.

TELEPHONE. Provides the air express number and the air freight number for each carrier at each point.

MAXIMUM WEIGHT. The maximum weight per piece each carrier will handle in each city WITHOUT ADVANCE ARRANGEMENT. Heavier pieces can be handled when advance arrangements are made.

AIRCRAFT. The type of aircraft each carrier operates into each point is shown by a chart number. The charts show maximum dimensions of packages which will be accepted WITHOUT ADVANCE ARRANGEMENT.

PICK UP AND DELIVERY. Pick up and delivery rates shown apply to AIR FREIGHT SHIPMENTS ONLY. Air Express service includes pick up and delivery.

SURFACE AND CUSTOMS FACILITIES.
Availability of Rail Express service is indicated by

R - available at the airport and city
Rc - available at the city only

Availability of motor freight service is indicated by

T - available at the airport and the city
Tc - available at the city only

Greyhound Bus Company's cargo interchange cities are indicated by G.

Customs facilities are shown as

A - available at airport only
C - available in city only
AC - available at both airport and city

A three-letter city code indicates nearest Customs Port of Entry.

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ABERDEEN, N.C.	SOP	AIRX	WI 4-1412					
		PI	CX 2-8941	See Pinehurst, N. C.				
ABERDEEN, S.D.	ABR	AIRX	2782					
		NO	BA 5-5463	200	3	No Service		Rc T MSP
ABERDEEN, WASH.	HQM	AIRX	AB 98					
		WC	GE 8-6661	150	3	.55	1.10	Rc T C
ABERDEEN PROVING GROUND, MD.		.....	See Baltimore, Md.					
ABILENE, TEX.	ABI	AIRX	OR 4-4351					
		CO	OR 3-2587	200	9,3	.55	1.35	R T G DAL
ADA, OKLA.	ADH	AIRX	FE 2-5045					
		CN	FE 2-5787	200	3	No Service		Rc Tc DAL
ADAIR A.F.B., ORE.		.....	See Albany, Ore.					
AKRON, OHIO	CAK	AIRX	HE 4-9131					
		AA	TY 6-2315	250	9	.65	1.75	Rc T AC
		EA	TY 6-2344	200	9,19	"	"	" " "
		FT	TY 6-2353	Served through Cleveland, Ohio				
		LC	89-62515	150	3,9	"	"	" " "
		UA	CA 9-8141	400	6,5,22,10	"	"	" " "
ALAMAGORDO, N.M.	HMN	AIRX	HE 7-5420					
		CO	HE 7-5710	200	22	.55	1.20	Rc T ELP
ALAMEDA, N.A.S., CALIF.		.....	See Oakland, Calif.					
ALAMOSA, COLO.	ALS	AIRX	JU 9-4431					
		FL	JU 9-6311	200	3	No Service		Rc T DEN
ALBANY, GA.	ABY	AIRX	HE 6-2406					
		EA	HE 2-0525	200	9,19	.45	.95	Rc T DHN
		SO	HE 6-2418	100	3	"	"	" " "
ALBANY, N.Y.	ALB	AIRX	HO 3-4131					
		AA	UN 9-5321	500	9,5	.60	1.40	Rc Tc G AC
		EA	UN 9-5361	200	7,19,52	"	"	" " " "
		FT	AL 4-8223	Served through Newark, N. J.				
		MO	UN 9-5339	200	9,3	.60	1.40	Rc Tc G AC
		TW	UN 9-5379	250	8	"	"	" " " "
ALBANY, ORE.	CVO							
		WC	FL 3-4232	150	3,54	No Service		Rc T PDX
ALBUQUERQUE, N.M.	ABQ	AIRX	CH 3-7131					
		CO	CH 2-5219	200	3,22	.55	1.25	R T G ELP
		FL	CH 7-1473	200	3,9	"	"	" " " "
		TW	CH 2-5271	400	8,7,50,55	"	"	" " " "
ALEXANDRIA, LA.	AEX	AIRX	2-7481					
		DL	4471	300	9	.75	1.50	Rc Tc BTR
		TT	HI 5-6341	150	3,9	"	"	" " "
ALLENTOWN, PA.	ABE	AIRX	HE 4-7156					
		EA	CO 4-2865	200	19,52	.60	1.60	R T G PHL
		TW	CO 4-0597	250	8	"	"	" " " "
		UA	CO 4-0512	200	6,22	"	"	" " " "
ALLIANCE, NEB.	AIA	AIRX	406					
		FL	421	200	3	No Service		Rc Tc DEN
ALPENA, MICH.	APN							
		NO	EL 4-3174	200	9	No Service		Rc Tc
ALPINE, TEX.	MRF	AIRX	TE 7-2514					
		TT	.....	...	.....	No Service		.....
ALTOONA, PA.	AOO	AIRX	WI 4-7191					
		AL	OW 5-2044	200	3	.60	1.85	Rc G PIT
ALTUS, A.F.B., OKLA.		.....	See Lawton, Okla.					
AMARILLO, TEX.	AMA	AIRX	DR 6-6388					
		BN	DR 6-9373	500	9,5,52	.80	1.35	Rc Tc G DAL
		CN	DR 3-5830	200	3	"	"	" " " "
		CO	DR 3-4326	200	22	"	"	" " " "
		TW	DR 2-5517	250	8,7	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ANAHEIM, CALIF. (E)	ANA	AIRX	KE 5-6850					
		LX	KE 5-2633	200	20	...	....	Rc LAX
ANCHORAGE, ALAS.	ANC							
		AS	2-0131	1000	3,4	1.00	2.00	R T AC
		CD	.....	...	3	"	"	" " "
		NW	ER 2-6681	300	53b,6,15,10	"	"	" " "
		PN	27531	...	16,4,8	"	"	" " "
ANDERSON, S.C.	AND	AIRX	CA 4-1071					
		EA	CA 4-0231	200	19,9	.40	.85	Rc T G ATL
ANN ARBOR, MICH.		AIRX	NO 2-449	See Detroit, Mich.				
ANNETTE ISLAND	ETN	PAA	.....	550	6			
ANNISTON ORDANCE DEPOT, ALA.		.....	See Anniston, Ala.					
ANNISTON, ALA.	ANB	AIRX	AD 7-1756					
		SO	AD 8-1291	100	3	.65	1.35	.....
APPLE VALLEY, CALIF.	APV							
		HL	AV 7-7209	200	54	No Service		T LAX
APPLETON, WISC.	ATW	AIRX	HE 3-1515					
		NO	HE 9-1133	200	3	.70	1.35	.....
ARCATA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19,54	.80	1.60	.....
ARDMORE, OKLA.	AFD	AIRX	369					
		CN	141	200	3	No Service		Rc Tc DAL
ARLINGTON HALL STATION, VA.		.....	See Washington, D. C.					
ARNOLD A.F.B., TENN.		.....	See Tullahoma, Tenn.					
ASHEVILLE, N.C.	AVL	AIRX	AL 3-4707					
		DL	AL 2-7601	200	9	.60	1.20	R Tc G INT
		FI	25-2-5061	100	3	"	"	" " " "
		UA	AL 2-2404	200	22	.60	1.20	" " " "
ASHLAND, KY.	HTW	AIRX	EA 4-4750					
		AL	325-2683	200	19	.50	1.65	.....
		EA	3-9476	200	19	"	"	.....
		FI	EA 4-8907	100	3	"	"	.....
ASHLAND, WISC.	ASX	AIRX	MI 2-6363					
		NO	MI 2-6653	200	3	No Service		.....
ASTORIA, ORE.	AST	AIRX	FA 5-4841					
		WC	WA 1-2551	150	3	No Service		Rc T C
ATHENS, GA.	AHN	AIRX	LI 6-0351					
		SO	LI 8-1364	100	3	.70	1.45	Rc T ATL
ATLANTA GENERAL DEPOT, GA.		.....	See Atlanta, Ga.					
ATLANTA, GA.	ATL	AIRX	PO 1-7751					
		DL	PO 6-5315	6000	9,5,10,8, 19,1a,53a,55	.50	1.60	R T C
		EA	767-7436	6000	7,23,53b, 10,19,9,52	"	"	" " "
		NW	PO 7-9756	200	52	"	"	" " "
		RD	PO 6-2711	6000	1,2	"	"	" " "
		SO	PO 6-5321	200	3	"	"	" " "
		TW	PO 6-9655	250	7	"	"	" " "
		UA	PO 1-8811	400	50c,22, 6,5	"	"	" " "
ATLANTIC CITY, N.J.	ACY	AIRX	4-6111					
		AL	MI 1-2458	200	3,19	.80	2.10	R T PHL
		EA	PL 2500	200	19	"	"	" " "
AUBURN, ME.	LEW	AIRX	784-4423					
		NE	783-2031	See Lewiston, Me.				
AUGUSTA, GA.	AGS	AIRX	PA 2-4628					
		DL	PA 2-8814	300	9	.75	1.50	Rc T G ATL
		EA	PA 2-4684	200	19	"	"	" " " "
AUGUSTA, ME.	AUG	AIRX	MA 2-0181					
		NE	MA 2-1351	200	3	.50	1.00	R Tc PWM

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
AUSTIN, TEX.	AUS	AIRX	GR 8-7339					
		BN	HO 5-5461	200	5,9	.50	1.25	R Tc G SAT
		CO	HO 5-6515	200	3,22	"	"	" " " "
		TT	HO 5-6538	150	3	"	"	" " " "
BAIE COMEAU, P.Q.	YBC							
		QBA	.....	400	3	...	....	.....
BAINBRIDGE NAVAL TRAINING CENTER, MD.			See Baltimore, Md.					
BAKER, ORE.	BKE	AIRX	JA 3-2313					
		WC	JA 3-5744	150	3	No Service		Rc Tc PDX
BAKERSFIELD, CALIF.	BFL	AIRX	FA 4-9661					
		PC	EX 9-1771	200	3,19,54	.40	.95	R Tc G LAX
		UA	EX 9-2921	300	9	"	"	" " " "
BALTIMORE, MD.	BAL	AIRX	SA 7-0600					
		AA	SA 7-3210	6000	9,15,50	.75	1.60	R T G C
		AL	SO 6-1010	200	3,9,19	"	"	" " " "
		DL	SO 6-2100	200	8,55	"	"	" " " "
		EA	SO 6-2244	200	19,10,52,7	"	"	" " " "
		LC	SO 1-4800	150	3,9	"	"	" " " "
		NA	SO 1-0603	200	9,6,5	"	"	" " " "
		NE	SO 1-3000	200	55	"	"	" " " "
		NW	SO 1-4100	300	6,50c	"	"	" " " "
		PAA	MU 5-1630	1100	50,53	"	"	" " " "
		TW	SO 1-1500	400	7,8,50,55	"	"	" " " "
		UA	SO 1-0705	400	50c, 53, 5,6,22	"	"	" " " "
		RD	WI 5-6020	6000	.....	"	"	" " " "
BANGOR, ME.	BGR	AIRX	7391					
		NE	7314	200	3,6,22	.55	1.10	R T C
BAR HARBOR, ME.	BHB	AIRX	AT 8-5575					
		NE	MO 7-2573	200	Seasonal	No Service		R C
BARRE, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	See Montpelier, Vt.				
BARTLESVILLE, OKLA.	BVO	AIRX	FR 6-4192					
		CN	636	200	3	.55	1.10	Rc Tc MKC
BATON ROUGE, LA.	BTR	AIRX	DI 2-8838					
		DL	EL 5-4491	300	9	.55	1.25	Rc Tc G C
		EA	EL 5-2581	200	9,10	"	"	" " " "
		SO	EL 7-1488	100	3	"	"	" " " "
BATTLE CREEK, MICH.	BTL	AIRX	WO 3-9027					
		NO	WO 3-2611	200	3,9	.55	1.20	R
BAY CITY, MICH.	MBS	AIRX	TW 3-6391					
		NO	695-4091	...	.....	.75	1.55	.....
		UA	OX 5-6371	See Saginaw, Mich.				
BEAUFORT, N.C.	MRH							
		PI	PA 8-4734	Seasonal	See Moorehead City N.C.			
BEATRICE, NEB.	BIE	AIRX	CA 3-4207					
		FL	CA 3-5312	200	3	No Service		CMA
BEAUMONT, TEX.	BPT	AIRX	2-0275					
		DL	TE 5-7541	300	9	.55	1.50	Rc T G C
		EA	TE 5-4573	200	9,10	"	"	" " " "
		TT	TE 5-1425	150	3	"	"	" " " "
BEAVER DEPOT ACTIVITY, ORE.			.....	See Portland, Ore.				
BECKLEY, W.VA.	BKW	AIRX	CL 3-8012					
		PI	CL 2-2314	100	3	No Service		Rc Tc CVG
BEEVILLE, TEX.	NIR	AIRX	FL 8-4137					
		TT	FL 8-4727	150	3	No Service		Rc
BELLE MEAD GENERAL DEPOT, N.J.			.....	See Newark, N. J.				
BELLEFONTE, PA.	PSB	AIRX	EL 5-2030					
		AL	EL 5-4797	200	See Philipsburg, Pa.			
BELLINGHAM, WASH.	BLI	AIRX	RE 3-5430					
		WC	RE 4-4800	150	3	No Service		Rc Tc AC
BELOIT, WISC.	JVL	AIRX	1400					
		NO	EM 5-3473	200	3	.80	1.60	Rc Tc
BEMIDJI, MINN.	BJI	AIRX	EM 5-8949					
		NO	PL 1-5009	200	3	No Service		Rc Tc
BEND, ORE.	BDM	AIRX	EV 2-3071					
		WC	CO 9902	150	3	No Service		Rc Tc PDX
BENICIA ARSENAL, CALIF.			.....	See San Francisco, Calif.				
BENTON A.F.S., PA.			.....	See Scranton, Pa.				
BENTON HARBOR, MICH.		AIRX	WA 5-1173					
		NO	WA 7-3118	200	3	.75	1.50	Rc Tc
BERLIN, N.H.	BML	AIRX	211					
		NE	MI 2011	200	Seasonal			R LWM
BETHLEHEM, PA.	ABE	AIRX	UN 7-5017	See Allentown, Pa.				
BETHEL, ALAS.		NC	.....	...	.....	.35	.50	.....
BIG SPRING, TEX.	BGS	AIRX	AM 4-8621					
		CO	AM 4-8971	200	3	.45	1.10	Rc Tc G SAT
BIGGS AFB., TEX.			.....	See El Paso, Tex.				
BILLINGS, MONT.	BIL	AIRX	4-4116					
		FL	AL 2-3466	200	3	.50	1.25	R T G GTF
		NW	AL 2-7161	200	6,52	"	"	" " " "
		WA	AL 2-5161	200	6	"	"	" " " "
BILOXI, MISS.		AIRX	ID 6-6447					
		SO	UN 4-2323	See Gulfport, Miss.				
BINGHAMTON, N.Y.	BGM	AIRX	RA 2-7266					
		EA	9-1544	200	19	.50	1.00	Rc Tc G SYR
		FL	HI 9-1591	10000	23	"	"	" " " "
		MO	RA 9-3510	200	9,3	"	"	" " " "
		TW	9-1576	250	8	"	"	" " " "
BIRMINGHAM, ALA.	BHM	AIRX	FA 4-7521					
		DL	LY 2-9605	400	9,5,7	.75	1.50	R T C
		EA	WO 1-4631	200	19,9,10,52	"	"	" " "
		SO	WO 1-3737	100	3	"	"	" " "
		UA	WO 1-6192	200	22	"	"	" " "
BISMARK, N.D.	BIS	AIRX	CA 3-2272					
		FL	CA 3-3272	200	3	No Service		R T MSP
		NO	CA 3-5640	200	3	"	"	" " "
		NW	CA 3-7400	200	52	"	"	" " "
BLACK HILLS ORDANCE DEPOT, S.D.			.....	See Rapid City, S. D.				
BLOOMINGTON, ILL.	BMI	AIRX	4-3039					
		CZ	5-2840	200	3,54	.55	1.35	.....
BLOOMINGTON, IND.	BMG	AIRX	3-738					
		LC	VA 5-2611	150	3	.55	1.35	Rc T
BLUE GRASS ORDANCE DEPOT, KY.			.....	See Lexington, Ky.				
BLUEFIELD, W. VA.	BLF	AIRX	DA 7-9217					
		PI	DA 7-6141	100	3	.55	1.10	Rc G INT
BLYTHE, CALIF.	BLH	AIRX	1811					
		BL	1-1131	200	54	No Service		Rc Tc SAN
BOISE, IDA.	BOI	AIRX	4-3556					
		UA	BO 3-2521	400	5,6,10	.40	1.00	Rc T G GEG
		WC	BO 3-1049	150	3,54	"	"	" " " "
BORGER, TEX.	BGD	AIRX	ER 3-6311					
		CN	ER 3-2818	200	3	No Service		Rc T DAL
BOSTON, TEX.	BOS	AIRX	LO 7-1977					
		AA	LI 2-5470	6000	9,5,15,10 52,50,50c	.75	1.50	R T G AC
		AET	HU 2-2025	550	7	...	....	.....
		AL	LO 7-6107	200	9,19	.75	1.50	R T G AC
		AF	CO 7-5350	200	7	"	"	" " " "
		AZ	LI 7-1200	440	15,53c	...	....	" " " "
		BOAC	HA 6-4105	220	11,8	...	....	" " " "
		EA	LO 7-4466	200	7,10,52, 19,53b	.75	1.50	" " " "
		FT	LO 7-6161	10000	23	"	"	" " " "
		MO	LO 7-6600	200	9,3	"	"	" " " "
		NA	LO 7-7600	200	5,52	"	"	" " " "
		NE	LO 7-8300	200	3,6,22,55	"	"	" " " "
		PAA	HU 2-1747	5500	10,53,50,15	"	"	" " " "
		RD	LO 7-1922	6000	1	"	"	" " " "
		TC	LI 2-6070	300	22	"	"	" " " "
		TW	CO 7-7225	400	8,55,50c	"	"	" " " "
		UA	LO 7-4500	6000	10,15,6, 53,50c,5	"	"	" " " "
BOULDER CITY, NEV.	BLD		.....	See Las Vegas, Nev.				
BOWLING GREEN, KY.	BWG	AIRX	VI 3-6711					
		EA	VI 2-1601	200	19,9	.40	.60	R T G BNA
BOZEMAN, MONT.	BZN	AIRX	JU 6-9666					
		NW	JU 6-6026	200	6	No Service		Rc Tc GTF
BRADENTON, FLA.	SRQ	AIRX	ER 3-6601					
		EA	6-6119	See Sarasota, Fla.				
BRADFORD, PA.	BFD	AIRX	4114					
		AL	FO 2-3558	200	3,19	.65	1.90	Rc
BRADY, TEX.	BBD	AIRX	7464					
		TT	2110	200	3	No Service		Rc
BRAINERD, MINN.	BRD	AIRX	829-4422					
		NO	829-4701	200	3	No Service		Rc Tc
BRANDON, MAN.	YBR	TC	5328	200	3	.50	1.00	Rc Tc C
BRIDGEPORT, CONN.	BDR	AIRX	ED 4-5131					
		AL	DR 8-4407	200	9,19	.60	1.35	R G C
BRISTOL, VA.	TRI	AIRX	MO 9-5721					
		PI	SO 4-2123	100	3	.50	1.10	Rc Tc G INT
		SO	SO 4-3149	200	3	"	"	" " " "
		UA	SO 4-6101	200	22	"	"	" " " "
BREMERTON NAVAL AMMUNITION DEPOT, WASH.			See Seattle, Wash.					
BROOKE ARMY HOSPITAL, TEX.			.....	See San Antonio, Wash.				
BROOKINGS, S.D.	BKX	AIRX	MY 2-2119					
		NO	MY 2-2721	200	3	No Service		R Tc CMA
BROOKLEY A.F.B., ALA.			.....	See Mobile, Ala.				
BROOKS A.F.B., TEX.			.....	See San Antonio, Tex.				
BROWNSVILLE, TEX.	BRO	AIRX	LI 2-3553					
		BN	LI 2-7431	200	9	.35	.85	R T AC
		EA	LI 6-1694	200	9	"	"	" " "
		PAA	2-5360	550	4	"	"	" " "
BROWNWOOD, TEX.	BWD	AIRX	MI 3-4358					
		TT	MI 5-6882	150	3	.55	1.10	Rc DAL
BRUNSWICK, N.A.S., ME.			.....	See Portland, Me.				
BRUNSWICK, GA.	SSI	AIRX	AM 5-2752					
		DL	ME 8-2531	200	9	.65	1.25	Rc Tc G C
		EA	ME 8-3861	200	19	"	"	" " " "
BRYAN, TEX.	CLL	AIRX	TA 2-2309					
		CO	VI 6-4789	200	3	.55	1.10	Rc Tc G SAT
BUFFALO, N.Y.	BUF	AIRX	PL 9333					
		AA	NF 2-6007	6000	9,5,15,10,52	.50	1.65	R Tc G AC
		AL	NF 3-4800	200	3	"	"	" " " "
		FT	TR 6-5055	10000	Served through Cleveland, Ohio			
		LC	NF 3-8282	150	3,9	.50	1.65	R Tc G AC
		MO	NF 2-3000	200	9,3	"	"	" " " "
		UA	NF 2-2240	400	22,3,5,6	"	"	" " " "
BURBANK, CALIF.	BUR	AIRX	TH 6-7197	See Los Angeles, Calif.				
		HL	TR 7-6171	200	54	.90	1.65	
BURLEY, IDA.	BYI	AIRX	OR 8-7182					
		WC	OR 8-7402	150	3	No Service		R T GTF

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
BURLINGTON ORDANCE PLANT, N.J.		.....	See Philadelphia, Pa.					
BURLINGTON, IA.	BRL	AIRX	FL 4-6549					
		OZ	FL 2-4262	200	3,54	.55	1.60	R Tc PIA
BURLINGTON, VT.	BTV	AIRX	UN 4-9875					
		EA	UN 2-9611	200	19	.80	1.85	R Tc AC
		NE	UN 4-5745	200	3	"	"	" " "
BURNS, ORE.	BNO	AIRX	3751					
		WC	5101	150	3	No Service		Rc Tc PDX
BUTTE, MONT.	BTM	AIRX	BU 3231					
		NW	2-0409	200	6	.55	1.35	R T G GTF
		WA	6555	200	6	"	"	" " " "
CADILLAC, MICH.	RCT							
		MO	EN 7388	See Reed City, Mich.				
CALGARY, ALTA.	YYC	AIRX						
		TC	AM 9-1381	500	53c,57	.50	1.00	Rc Tc C
		CP	AM 2-4970	200	9	"	"	" " "
		WA	CR 7-0176	200	6	"	"	" " "
		WC	CR 7-0755	150	54	"	"	" " "
CAMDEN, ARK.	CDN	AIRX	TE 6-3561					
		TT	TE 6-5784	150	3	No Service		Rc
CAMDEN, N.J.	PAL	AIRX	WO 3-0290					
		AL	SA 9-6650	200	See Philadelphia, Pa.			
CAMERON STATION, VA.		.....	See Washington, D. C.					
CAMP DESERT ROCK, NEV.		.....	See Las Vegas, Nev.					
CAMP GARY, TEX.		.....	See Austin, Tex.					
CAMP HALE, COLO.		.....	See Colorado Springs, Colo.					
CAMP HANFORD, WASH.		.....	See Pasco, Wash.					
CAMP HILL, VA.		.....	See Richmond, Va.					
CAMP IRWIN, CALIF.		.....	See Los Angeles, Calif.					
CAMP McCOY, WISC.		.....	See LaCrosse, Wisc.					
CAMP WELLFLEET, MASS.		.....	See Provincetown, Mass.					
CAMP WOLTERS, TEX.		.....	See Ft. Worth, Tex.					
CANTON, OHIO	CAK	AIRX	GL 5-0281					
		LC	HY 9-5154	See Akron, Ohio				
		UA	CA 9-8141	See Akron, Ohio				
CAMP GIRARDEAU, MO.	CGI	AIRX	ED 5-7541					
		OZ	ED 5-6064	200	3,54	No Service		.....
CAPE MAY, N.J. Ⓚ	WWD	AIRX	WX 2-5390					
		AL	WX 9-250	Seasonal				
CARLISLE BARRACKS, PA.		.....	See Harrisburg, Pa.					
CARLSBAD, N.M.	CNM	AIRX	5-3838					
		CO	TU 5-2992	200	3	No Service		Rc Tc ELP
CASPER, WYO.	CPR	AIRX	237-2034					
		FL	234-7135	200	3,9	.55	1.35	Rc Tc DEN
		WA	235-2721	200	6	"	"	"
CASTLEGAR, B.C.	YCG	CP	.....	200	9	.25	.60	Rc Tc
CEDAR CITY, UTHA	CDC	AIRX	JU 6-6812					
		BL	JU 6-9741	200	54	No Service		Rc Tc LAX
CEDAR RAPIDS, IA.	CID	AIRX	EM 3-2647					
		OZ	EM 2-1103	200	3,54	.55	1.10	Rc Tc G CMA
		UA	EM 4-2481	200	6,10,5	"	"	" " " "
CHADRON, NEB.	CRD	AIRX	HE 2-2722					
		FL	HE 2-0055	200	3	No Service		Rc Tc DEN
CHAMPAIGN, ILL.	CMI	AIRX	FL 6-9541					
		OZ	FE 6-7271	200	3,54	.70	1.35	T
CHARLESTON, ILL.	MTO	AIRX	DI 5-6261					
		OZ	AD 4-7100	See Matton,Ill.		.70	1.35	
CHARLESTON, S.C.	CHS	AIRX	SH 7-3637					
		DL	SH 4-2567	300	9	.75	1.50	R Tc G C
		EA	SH 4-3311	200	19,10	"	"	" " " "
		NA	SH 4-4256	400	9,6	"	"	" " " "
CHARLESTON TRANSPORTATION DEPOT., S.C.			See Charleston, S. C.					
CHARLESTON, W.VA.	CRW	AIRX	DI 6-0351					
		AA	DI 6-6204	500	9	.55	1.45	R T G CVG
		EA	DI 6-0308	200	7,19,9	"	"	" " " "
		LC	DI 3-9418	150	3	"	"	" " " "
		PI	DI 6-0691	100	3	"	"	" " " "
		UA	DI 2-8007	200	22,5,6	"	"	" " " "
CHARLOTTE, N.C.	CLT	AIRX	EX 2-1438					
		DL	EX 9-0487	4000	1a,5,10	.50	1.25	R T G INT
		EA	EX 9-3331	2500	7,19,9, 10,52,23	"	"	" " " "
		PI	EX 9-3371	100	3	"	"	" " " "
		SO	EX 9-7474	100	3	"	"	" " " "
		UA	EX 9-0773	200	22	"	"	" " " "
CHARLOTTETOWN,P.E.I.	YYQ	MAR	7361	500	1,3,4	...	....	R T A
CHARLOTTESVILLE,VA.	CHO	AIRX	2-2439					
		PI	3-5158	100	3	.75	1.50	Rc Tc DCA
CHATTANOOGA, TENN.	CHA	AIRX	AM 6-3214					
		BN	MA 2-3701	200	9	.65	1.30	Rc Tc G C
		DL	OX 8-7623	400	9	"	"	" " " "
		EA	MA 9-6101	200	19,9,7,52	"	"	" " " "
		SO	OX 8-8519	200	3	"	"	" " " "
		UA	MA 9-3103	200	22	"	"	" " " "
CHEROKEE ORDANCE WORKS, PA.		.....	See Williamsport, Pa.					
CHEBOYGAN, MICH.	PLN	AIRX	MA 7-2302					
		NO	MA 7-4572	See Pellston, Mich.				
CHERRY POINT MARINE AIR STATION, N. C.			See New Bern, N. C.					

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
CHEYENNE, WYO.	CYS	AIRX	638-8914					
		FL	632-0551	200	3,9	.60	1.25	R Tc G DEN
		WA	638-8916	200	6	"	"	" " " "
CHICAGO, ILL.	MDW	AIRX	HA 7-9700					
(MIDWAY AIRPORT)		AA	LU 1-1144	1000	9,5,15, 10,52	1.00	2.00	R T G AC
		AF	ST 1-1250	200	7	"	"	" " " "
		BN	PO 7-5028	2000	1,5,52	"	"	" " " "
		CMA	.....	...	5	...	....	" " " "
		CO	GL 5-6310	200	10,22	1.00	2.00	" " " A
		DL	PO 7-1900	6000	9,5,10, 1a, 55	"	"	" " " AC
		EA	LU 1-0780	6000	10,19,9, 23	"	"	" " " "
		FT	PO 7-8200	10000	23	"	"	" " " "
		LC	PO 7-7180	150	3,9	"	"	" " " "
		LH	AN 3-6670	...	.....	"	"	" " " "
		NO	LU 5-1020	200	3,9	"	"	" " " "
		NW	PO 7-3830	2000	10,6,52,15	"	"	" " " "
		OZ	LU 5-1952	200	3,54	"	"	" " " "
		RD	LU 2-4040	10000	1,2	"	"	" " " "
		TC	RA 6-3644	500	22	"	"	" " " "
		TW	DE 2-7666	250	8,7	"	"	" " " "
		UA	PO 7-5100	6000	5,15,10, 6,22	"	"	" " " "
(O'HARE FIELD)	ORD	AIRX	GL 5-4340					
		AA	GL 5-4636	6000	5,9,15,50, 50c,52	"	"	Rc T G C
		BA	DE 2-7744	1100	10	"	"	" " " "
		BN	GL 5-4310	500	50,50c	"	"	" " " "
		CO	NA 5-5445	500	50	"	"	" " " "
		DL	NA 5-6602	300	9,52	"	"	" " " "
		EA	HE 5-2211	200	10,52,53a,9	"	"	" " " "
		NO	GL 5-3164	200	3	"	"	" " " "
		NW	GL 5-8650	300	6,10,52, 53b,50c	"	"	" " " "
		PAA	DE 2-4924	5500	50,53,15	"	"	" " " "
		TW	DE 2-7666	400	8,50,55, 50c	"	"	" " " "
		UA	PO 7-5100	6000	5,10,6,53, 50c,22,56	"	"	" " " "
CHICO, CALIF.	CIC	AIRX	FI 2-0820					
		PC	FI 2-3007	200	3,54	No Service		Rc Tc SFO
CHISHOLM, MINN.	HIB	AIRX	CL 4-2231					
		NO	AM 3-7847	See Hibbing, Minn.				
CHULA VISTA N.A.S., CALIF.		.....	See San Diego, Calif.					
CINCINNATI, OHIO	CVG	AIRX	DI 1-8700					
		AA	DI 1-5600	6000	9,5,10,15, 52,50c	.65	1.60	Rc Tc G C
		DL	DI 1-5884	400	9,1a,5, 10,19,55	"	"	" " " "
		EA	DI 1-4300	200	10	"	"	" " " "
		LC	DI 1-6808	150	3,9	"	"	" " " "
		PI	GA 1-1315	100	3	"	"	" " " "
		TW	DI 1-8974	250	8	"	"	" " " "
CLARKSBURG, W.VA.	CKB	AIRX	VI 2-3275					
		LC	VI 3-3531	150	3	.75	1.50	Rc Tc PIT
CLARKSTON, WASH.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	See Lewiston, Ida.				
CLARKSVILLE, TENN.	CKV	AIRX	MI 7-3921					
		OZ	ID 9-5188	200	3,54	.75	1.50	.....
		SO	431-4976	100	3	"	"	BNA
CLEARFIELD, PA.	PSB	AIRX	PA 5-9351					
		AL	DI 2-1670	See Philipsburg, Pa.				
CLEAR, ALAS.		AS	.....	...	.....	.50	1.00	.....
CLEARWATER, FLA.	PIE	AIRX	GL 3-1389	See St. Petersburg, Fla.				
CLEVELAND, OHIO	CLE	AIRX	OR 1-1947					
		AA	OR 1-5421	6000	9,5,10, 50c, 15	.85	1.95	R T G AC
		AL	CL 2-0216	200	3,19	"	"	" " " "
		EA	CL 1-8870	200	9,7,19,10	"	"	" " " "
		FT	WI 1-5777	10000	23	"	"	" " " "
		LC	CL 2-5054	150	3	"	"	" " " "
		NO	CL 2-0216	200	9	"	"	" " " "
		NW	WI 1-2442	200	6,52	"	"	" " " "
		RD	CL 2-4270	6000	1	"	"	" " " "
		TC	SU 1-5595	400	22	"	"	" " " "
		TW	WI 1-9700	250	8	"	"	" " " "
		UA	CL 1-5200	6000	5,15,6,10, 50c,22,56	"	"	" " " "
CLINTON, IOWA	CWI	AIRX	CH 2-6532					
		OZ	CH 3-2122	200	3,54	No Service		Rc
CLINTONVILLE, WISC.	CLI	AIRX	3-3623					
		NO	VA 3-3133	200	3	No Service		Rc Tc
CLOVIS, N.M.	CVS	AIRX	PO 3-7011					
		OO	PO 3-6212	200	22	.45	.95	Rc Tc ELP
CODY, WYO.	COD	AIRX	587-2431					
		FL	587-4644	200	3	No Service		GTF
COEUR D'ALENE, IDA.	COE	AIRX	MO 4-2427					
		WC	MO 4-5313	150	3	No Service		Rc Tc GEG
COLLEGE STATION, TEX.		AIRX	TA 2-2309					
	CLL	CO	VI 6-4789	See Bryan, Texas				
COLORADO SPRINGS, COLO.		AIRX	ME 5-2508					
	COS	BN	ME 4-6321	200	9,5	.75	1.50	R Tc G DEN
		CN	ME 5-1586	200	3	"	"	" " " "
		CO	ME 3-4688	200	3,22,10	"	"	" " " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
COLUMBIA, MO.	CBI	AIRX	GI 3-5457					
		OZ	GI 3-4173	200	3,54	.60	1.20	A
COLUMBIA, S.C.	CAE	AIRX	AL 2-8682					
		DL	4-3186	400	9	.60	1.20	Rc Tc G ATL
		EA	6-1603	200	19	"	"	" " " "
COLUMBUS, GA.	CSG	AIRX	FA 2-5538					
		DL	FA 7-7458	400	9,3	.50	1.25	Rc T G ATL
		EA	FA 7-2625	200	19,9	"	"	" " " "
		SO	FA 4-2493	200	3	"	"	" " " "
COLUMBUS, MISS.	UBS	AIRX	FA 8-3241					
		SO	FA 8-4900	100	3	No Service		.....
COLUMBUS, IND.	CBW	AIRX	.....					
		LC	DR 2-8289	150	3	No Service		.....
COLUMBUS, OHIO	CMH	AIRX	CA 4-9211					
		AA	HE 1-8277	600	9,5	.70	1.75	R Tc G C
		DL	HE 7-2571	300	5	"	"	" " " "
		EA	HE 1-4529	200	7,8,10,19	"	"	" " " "
		LC	HE 5-1195	150	3,9	"	"	" " " "
		PI	HE 7-2585	100	3	"	"	" " " "
		TW	CA 1-7866	400	8,7,55	"	"	" " " "
		UA	HE 7-3711	200	6,10	"	"	" " " "
CONCORD, N.H.	CON	AIRX	CA 5-5509					
		NE	CA 5-9531	200	3	No Service		R T PWM
COOS BAY, ORE.	OTH	AIRX	CO 7-6218					
		WC	SK 9-1011	See North Bend, Ore.				
COREIN, KY.	LOZ	AIRX	109					
		PI	VO 4-2250	See London, Ky.				
CORDOVA, ALAS.	CDV	PN	15	...	4,8	1.50	1.50	.....
CORINTH, MISS.	CRH							
		SO	286-8417	100	3	No Service		MEM
CORNING, N.Y.	ELM	AIRX	2-0766	See Elmira, N. Y.				
CORONA, CALIF. (K)	CNP							
		LX	OV 4-4943	200	20	...	....	.....
CORPUS CHRISTI, TEX.	CRP	AIRX	TU 2-7421					
		BN	TU 3-8431	500	9	.55	1.25	R T G C
		EA	TU 4-0331	200	9	"	"	" " " "
		TT	TU 2-7458	150	3	"	"	" " " "
CORTEZ, COLO.	CEZ							
		FL	LO 5-3423	200	3	No Service		Rc DEN
CORVALIS, ORE.	CVO	AIRX	FL 3-8611					
		WC	FL 3-4232	See Albany, Ore.				
CRANBROOK, B.C.	YXC	CP	JU 6-4844	200	9	.25	.60	Rc Tc C
CRESCENT CITY, CALIF.		AIRX	3581					
	CEC	PC	IN 4-3221	200	3,19,54	No Service		Rc Tc OTH
CRYSTAL SPRINGS A.F.S., MISS.		.....	See Jackson, Miss.					
CURLEW A.F.S., WASH.		.....	See Spokane, Wash.					
CUT BANK, MONT.	CTB	AIRX	2171					
		WC	WE 8-4163	150	3	.65	1.35	Rc Tc A
DALLAS, TEX.	DAL	AIRX	RI 2-5431					
		AA	FL 7-7391	10000	9,5,15, 10,52,50	.55	1.40	R T G C
				6000	via DL interchange			
		BN	FL 1-5522	6000	1,5,6,9, 10,15,50, 50c	"	"	" " " "
		CO	FL 2-5601	200	9,3	"	"	" " " "
		CN	FL 2-2609	200	3	"	"	" " " "
		DL	FL 2-2631	6000	1a,5,10, 8,53,22, 55	"	"	" " " "
		EA	FL 7-6486	200	52	"	"	" " " "
		TT	FL 1-5334	150	3	"	"	" " " "
DANVILLE, ILL.	DNV	AIRX	110					
		LC	HI 6-4727	150	3	.65	1.35	Rc
DANVILLE, VA.	DAN	AIRX	SW 2-1811					
		EA	7640	200	19	.55	1.10	Rc Tc G RIC
		PI	SW 2-8571	100	3	"	"	" " " "
DAVENPORT, IA.	MLI	AIRX	3-5133	See Moline, Ill.				
DAWSON CITY, Y.T.	YDA	CP	.....	200	3	.25	.60	Tc C
DAWSON CREEK, B.C.	YDC	CP	55	...	6,9	.25	.60	Rc Tc
DAYTON, OHIO	DAY	AIRX	TW 8-6581					
		AA	TW 8-5511	500	9,5	.60	1.60	Rc T G C
		DL	TW 8-4841	300	10,9	"	"	" " " "
		LC	TW 8-5050	150	3,9	"	"	" " " "
		TW	HE 4053	400	8,7,55	"	"	" " " "
		UA	TW 8-3692	200	10,6	"	"	" " " "
DAYTONA BEACH, FLA.	DAB	AIRX	CL 2-4248					
		EA	CL 3-6541	200	19,9,7	.70	1.50	R T G JAX
		NA	CL 2-0566	200	9,6	"	"	" " " "
DECATUR, ALA.	DCU	AIRX	EL 3-6913					
		SO	EL 3-2690	100	3	.85	1.65	.....
DECATUR, ILL.	DEC	AIRX	4-251					
		OZ	3-7741	200	3,54	.50	1.40	.....
DELTA, COLO.		FL	.....	...	.....	No Service		.....
DENISON, TEX.	SWI	CN	.....	See Sherman, Tex.				
DENVER, COLO.	DEN	AIRX	TA 5-6219					
		BN	EA 2-7761	500	5,9,52 50,50c	.65	1.50	R T G C
		CN	DE 3-4228	200	3	"	"	" " " "
		CO	EA 2-7771	200	3,5,10, 22,50	"	"	" " " "
		FL	FL 5-3415	200	3,9	"	"	" " " "
		TW	DU 8-1606	400	8,7,55	"	"	" " " "
		UA	DE 3-7792	6000	15,6,10, 53,50c,5	"	"	" " " "
		WA	EA 2-1833	200	6,50,52	"	"	" " " "
DES MOINES, IA.	DSM	AIRX	AT 2-1864					
		BN	CH 3-0711	500	9,5	.55	1.25	R T G CMA
		OZ	AT 8-3654	200	3,54	"	"	" " " "
		UA	AT 8-6711	200	6,5,10	"	"	" " " "
DETROIT ARSENAL, MICH.		.....	See Detroit, Mich.					
DETROIT, MICH. (WILLOW RUN)	YIP	AIRX	HU 2-0888					
		EA	LO 3-8400	200	9,7,10, 19	.75	1.85	R T AC
		LC	HU 2-8481	150	3,9	"	"	" " "
		MO	HU 3-3410	200	9,3	"	"	" " "
		NO	HU 2-0620	200	3,9	"	"	" " "
		TW	WO 2-7272	400	8,7,50	"	"	" " "
		UA	HU 3-3440	6000	6,10,15,5, 53,22	"	"	" " "
(METROPOLITAN)	DTW	AIRX	CR 8-5064					
		AA	HU 2-6890	6000	9,5,15,10, 52,50,50c	.75	1.85	R T G C
		AL	WH 1-2990	200	3,19	"	"	" " " "
		BOAC	WO 1-8400	2100	50	"	"	" " " "
		DL	CR 4-1500	400	53,5,9	"	"	" " " "
		FT	LO 2-9520	10000	23	"	"	Rc " " AC
		NW	LO 2-3414	2000	6,10,52, 15,50c	"	"	R " " "
		PAA	WO 3-0800	5500	50,53,15	"	"	" " " "
		RD	CR 8-1300	6000	1	"	"	Rc " " "
DEVILS LAKE, N.D.	DVL	AIRX	2-3313					
		NO	MO 2-2721	200	3	No Service		Rc Tc
DICKINSON, N.D.	DIK	AIRX	224-3989					
		FL	224-5372	200	3	No Service		R Tc GKF
DICKINSON A.F.S., N.D.		.....	See Dickinson, N. D.					
DISNEYLAND, CALIF. (K)		LX	KE 5-2633	200	20	...	....	.....
DODGE CITY, KAN.	DDC	AIRX	HU 3-4221					
DONALDSON A.F.B., S.C.		.....	See Greenville, S. C.					
DOTHAN, ALA.	DHN	AIRX	DO 2-8160					
		EA	5-1200	200	19	.55	1.10	R T G FFN
		SO	SY 2-2075	100	3	"	"	" " " "
DOUGLAS, ARIZ.	DUG	AIRX	EM 4-3251					
		AA	EM 4-3437	250	5	.35	.75	Rc Tc G C
DOVER, OHIO	PHD	AIRX	4-2985	See New Philadelphia, Ohio				
DOW A.F.B., ME.		.....	See Bangor, Me.					
DUBOIS, PA.	PSB	AIRX	371-3020					
		A:	DA 8-2600	200	3,19	.90	1.65	Rc PHL
DUBUQUE, IA.	DBQ	AIRX	2-3694					
		OZ	3-9441	200	3,54	.70	1.60	Rc T
DUGWAY PROVING GROUND, UTAH		.....	See Salt Lake City, Utah.					
DULUTH, MINN.	DLH	AIRX	RA 2-4423					
		NO	RA 7-8747	200	3,9	.75	1.60	Rc Tc
DUNCAN, OKLA.	DUC	AIRX	707					
		CN	AL 5-5800	200	3	No Service		R Tc DAL
DURANGO, COLO.	DRO	AIRX	CH 7-3874					
		FL	CH 7-2395	200	3,9	.70	1.45	Rc Tc DEN
DURHAM, N.C.	RDU	AIRX	6-171					
		EA	3-9241	200	7,9,52	.70	1.45	Rc T G C
		PI	596-2181	100	3	"	"	" " " "
DYERSBURG, TENN.	DYR							
		SO	AT 5-6301	100	3	No Service		MEM
EARLTON, ONT.	YXR	TC	48	200	22	No Service		Rc Tc
EASTON, PA.	ABE	AIRX	BL 8-7128	See Allentown, Pa.				
EAU CLAIRE, WISC.	EAU	AIRX	TE 2-1658					
		NO	TE 4-1244	200	3,9	No Service		.....
EDGEWOOD ARSENAL, MD.		.....	See Baltimore, Md.					
EDINBURG, TEX.	MMK	AIRX	DU 3-2512					
		TT	MU 6-3707	150	3	No Service		Rc
EDMONTON, ALTA.	YXD	TC	28131	500	7,53,57	.50	1.00	Rc Tc C
		NW	299-7272	200	52	"	"	" " "
		WA	299-7266	200	6	"	"	" " "
		CP	55-4171	1000	1,3,9	"	"	" " "
EDWARDS A.F.B., CALIF.		.....	See Lancaster, Calif.					
EGLIN A.F.B., FLA.		AIRX	EG 2-3268					
		SO	67-1882	200	3	.80	1.60	.....
EL CENTRO, CALIF.	IPL	AIRX	EL 2-1052					
		SL	EL 2-4218	200	54	.65	1.30	Rc Tc SAN
EL DORADO, ARK.	ELD	AIRX	UN 3-5767					
		TT	UN 3-7273	150	3	.50	1.00	Rc MEM
ELIZABETH CITY, N.C.		AIRX	2-594					
	ECG	PI	6-238	100	3	.45	1.10	Rc Tc C
ELKINS, W.VA.	EKN	AIRX	734-R					
		LC	820	150	3	No Service		Rc PIT
ELKO, NEV.	EKO	AIRX	8-5613					
		UA	RE 8-5121	200	9	No Service		Rc T SFO
ELLINGTON A.F.B., TEX.		.....	See Houston, Tex.					
ELMIRA, N.Y.	ELM	AIRX	RE 4-8138					
		MO	RE 9-3656	200	3	.40	1.10	Rc Tc G SYR
		UR	RE 9-3686	200	3	"	"	" " " "
EL PASO, TEX.	ELP	AIRX	PR 2-4491					
		AA	PR 8-3301	600	5,10,52,50	.50	1.25	R Tc G AC
		CO	PR 8-1951	400	3,5,6,22, 10,50	"	"	" " " "
		TT	3-1233	150	3	"	"	" " " "
ELY, NEV.	ELY	AIRX	AM 4-4478					
		UA	AM 4-4478	200	9	.70	1.25	Rc T SFO
ENID, OKLA.	WDG	AIRX	AD 7-5799					
		CN	AD 4-5474	200	3	No Service		Rc Tc MKC
EPHRATA, WASH.	EPH	AIRX	SK 4-4311					
		WC	SK 4-2522	150	3,54	No Service		Tc GEG
ERIE ORDANCE DEPOT, OHIO		.....	See Toledo, Ohio					

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ERIE, PA.	ERI	AIRX	GL 2-3623					
		AL	TE 3-9864	200	3,19	.60	1.35	Rc T G C
		LC	TE 8-2034	150	3,9	"	"	" " " "
		MO	TE 3-7754	200	9	"	"	" " " "
ESCANABA, MICH.	ESC	AIRX	397					
		NO	ST 6-1362	200	3	No Service		Rc Tc
ETHAN ALLEN A.F.B., VT.			.....	See Burlington, Vt.				
EUGENE, ORE.	EUG	AIRX	DI 5-8716					
		UA	DI 4-4221	300	9	.45	.95	R T G OTH
		WC	DI 5-8906	150	3,54	"	"	" " " "
EUREKA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19,54	.80	1.60	Rc Tc C
EVANSVILLE, IND.	EVV	AIRX	HA 5-7285					
		DL	HA 4-4771	300	9	.55	1.60	R T G C
		EA	HA 2-7880	200	52,19,10	"	"	" " " "
		LC	HA 3-7746	150	3	"	"	" " " "
FAIRBANKS, ALAS.	FAI	AIRX						
		AS	4220	1000	3,5	1.00	2.00	.....
		NC	.....	...	.....	"	"	.....
		PAA	3262	1100	6,50,53	"	"	.....
FAIRMONT, MINN.	FRM	AIRX	402					
		NO	235-6609	200	3	No Service		MSP
FAIRMONT, W.VA.	CKB	AIRX	196-W-1					
		LC	366-4760	See Clarksburg, W. Va.				
FALLBROOK NAVAL AMMUNITION DEPOT, CALIF.				See San Diego, Calif.				
FALL RIVER, MASS.	FWB	AIRX	OS 7-9341					
		NE	OS 6-1101	See New Bedford, Mass.				
FARGO, N.D.	FAR	AIRX	AD 5-5503					
		NW	AD 5-4277	200	6,52	No Service		R T MSP
		NO	AD 2-3234	200	3	"	"	" " "
FARMINGTON, N.M.	FMN	AIRX	DA 5-2732					
		FL	DA 5-0681	200	3,9	No Service		Rc Tc DEN
FAYETTEVILLE, ARK.	FYN	AIRX	HI 2-2641					
		CN	HI 2-7306	200	3	.50	1.10	T MKC
FAYETTEVILLE, N.C.	FAY	AIRX	HE 2-7171					
		NA	HE 2-8157	200	9	.55	1.10	Rc T G RDU
		PI	HE 2-4171	100	3	"	"	" " " "
FINDLAY, OHIO		AIRX	GA 2-0561					
		LC	422-7313	150	3	.80	1.60	.....
FITCHBURG, MASS.	FIT	AIRX	DI 2-4032					
		NE	2-6785	200	3	No Service		R Tc ORH
FLAGSTAFF, ARIZ.	FLG							
		HL	PR 4-7373	200	34	No Service		Rc DUG
		FL	PR 4-6601	200	3	"	"	" "
FLINT, MICH.	FNT	AIRX	CE 2-3167					
		NO	CE 8-9667	200	9	.55	1.60	Rc YIP
		UA	CE 5-4037	200	22,6,5	"	"	" "
FLORENCE, ALA.	MSL	AIRX	AT 2-3201					
		EA	EV 3-3521	See Sheffield, Ala.				
FLORENCE, S. C.	FLO	AIRX	MO 9-6355					
		EA	MO 2-2582	200	19	.55	1.10	Rc T G CRS
FONTANA, CALIF. (E)	FON	AIRX	VA 2-1547					
		LX	.....	200	20	No Service		.....
FORDLAND A.F.B., MO.			.....	See Springfield, Mo.				
FORESTVILLE, P.Q.	YFE	CP	.....	400	1,3,6,9	...	....	.....
FORT BAKER, CALIF.			.....	See San Francisco, Calif.				
FORT BANES, Mass.			.....	See Boston, Mass.				
FORT BELVOIR, VA.			.....	See Washington, D. C.				
FORT CAMPBELL, TENN.			.....	See Clarksville, Tenn.				
FORT DETRICK, MD.			.....	See Baltimore, Md.				
FORT DEVENS, MASS.			.....	See Worcester, Mass.				
FORT DIX, N.J.			.....	See Philadelphia, Pa.				
FORT DODGE, IA.	FOD	AIRX	5-8611					
		OZ	5-0431	200	3,54	No Service		.....
FORT EUSTIS, VA.			.....	See Newport News, Va.				
FORT GOOD HOPE, NWT		CP	.....	200	1,3,6,9	...	....	.....
FORT GORDON, GA.			.....	See Augusta, Ga.				
FORT HANCOCK, N.J.			.....	See Newark, N. J.				
FORT HOOD, TEX.			.....	See Temple, Tex.				
FORT HUACHUCA, ARIZ.			.....	See Douglas, Ariz.				
FORT LAUDERDALE, FLA.		AIRX	JA 2-4701					
	FLL	NE	JA 4-8631	200	6,55	.90	1.80	Rc T AC
		EA	JA 3-8546	200	10	"	"	" " "
		NA	JA 4-2503	200	6	"	"	" " "
		NW	JA 4-2064	200	52	"	"	" " "
		UA	NE 4-0601	See Miami, Fla.				
FORT LEAVENWORTH, KAN.			.....	See Kansas City, Mo.				
FORT LEE, VA.			.....	See Richmond, Va.				
FORT LEONARD WOOD, MO.		CN	.....	See St. Louis, Mo.				
FORT LINCOLN, N.D.			.....	See Bismark, N. D.				
FORT MacARTHUR, CALIF.			.....	See Los Angeles, Calif.				
FORT MEADE, MD.			.....	See Baltimore, Md.				
FORT MONMOUTH, N.J.			.....	See Newark, N. J.				
FORT MONROE, VA.			.....	See Newport News, Va.				

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
FORT MYER, VA.			.....	See Washington, D. C.				
FORT MYERS, FLA.	FMY	AIRX	ED 2-8971					
		NA	WE 6-2103	400	9,52	.55	1.10	Rc Tc TPA
		JID	ED 2-8061	6000	Demand Service			
FORT POLK, LA.			.....	See Alexandria, La.				
FORT NELSON, B.C.	YYE	CP	.....	200	6,9	...	....	Tc C
FORT PIERCE, FLA.	FPR							
		HD	VB 2345	6000	Demand Service			
FORT RILEY, KAN.	MHK	AIRX	2-6159					
		CN	HE 9-2400	See Manhattan, Kans.				
FORT RICHIE, MD.			.....	See Hagerstown, Md.				
FORT RUCKER, ALA.			.....	See Dothan, Ala.				
FORT SHERIDAN, ILL.			.....	See Chicago (ORD), Ill.				
FORT SILL, OKLA.	LAW	AIRX	8127					
		CN	37-264	See Lawton, Okla.				
FORT SLOCUM, N.Y.			.....	See New York, N. Y.				
FORT SMITH, ARK.	FSM	AIRX	SU 3-4139					
		BN	SU 3-5171	200	9	.40	.85	R T MEM
		CN	SU 2-3004	200	3	"	"	" " "
FORT STEWART, GA.			.....	See Savannah, Ga.				
FORT STOCKTON, TEX.	FST	AIRX	ED 6-4271					
		TT	157	150	3	No Service		Rc ELP
FORT ST. JOHN, B.C.	XYJ	CP	117	500	6,9	...	....	Tc
FORT WAYNE, IND.	FWA	AIRX	AN 3-476					
		DL	HA 3352	200	9	.75	1.50	R Tc G TOL
		TW	HA 2204	250	8	"	"	" " " "
		UA	SH 3133	400	5,6	"	"	" " " "
FORT WILLIAMS, ONT. YQT		NO	MA 2-4502	200	3	.50	1.00	Rc Tc C
		TC	2-0641	200	22	"	"	" " "
FORT WORTH, TEX.	ACF	AIRX	ED 2-2301					
		AA	AT 4-2551	600	9,5,10,50, 52,53a,50c	.65	1.40	R T G DAL
		BN	AT 4-3261	500	9,5,10	"	"	" " " "
		CO	AT 4-3861	200	3,22	"	"	" " " "
		CN	AT 4-2971	200	3	"	"	" " " "
		DL	AT 4-6611	400	9,5,10, 53a	"	"	" " " "
		EA	BU 3-4201	200	52	"	"	" " " "
		TT	AT 4-3465	150	3	"	"	" " " "
FRANCIS E. WARREN A.F.B., WYO			.....	See Cheyenne, Wyo.				
FRANKLIN, PA.	FKL	AIRX	ID 2-8116					
		AL	ID 2-2264	200	3	.55	1.60	Rc
FRANKFORT, KY.	FFT	AIRX	CA 7-2410					
		PI	CA 7-9636	100	3	No Service		Rc Tc SDF
FREDERICTON, N.B.	YFC	TC	6613	200	22	.50	1.00	Rc T C
FRESNO, CALIF.	FAT	AIRX	AM 4-2843					
		TW	AD 7-6174	250	8	.60	1.50	R T G SFO
		UA	CL 1-5522	300	9	"	"	" Tc " "
FROBISHER BAY		MAR	.....	500	1,3,4	...	....	.....
FULLERTON, CALIF. (E)	FUL	AIRX	KE 5-6850					
		LX	.....	200	20	...	....	.....
GADSDEN, ALA.	GAD	AIRX	LI 3-2556					
		SO	LI 6-5285	200	3	.75	1.50	.....
GAINESVILLE, FLA.	GNV	AIRX	FR 6-3033					
		EA	FR 2-0481	200	19	No Service		R Tc JAX
GALLUP, N.M.	GUP	AIRX	UN 3-5161					
		FL	UN 3-3312	200	3	No Service		Rc T ELP
GALVESTON, TEX.	GLS	AIRX	SO 3-8891					
		TT	5-5062	150	3	.55	1.10	.....
GAMBELL, ALAS. (E)	GAM	AS	.....	500	3	...	....	.....
GANDER, NFLD.	YQX	KLM (F)	.....	100	.....	...	....	Rc Tc A
		MAR	935	500	1,3,4	...	....	R T A
		SK (F)	.....	...	.....	...	....	Rc Tc A
		SN (F)	.....	...	15	...	....	" " "
		SR (F)	723	600	6	...	....	" " "
		TC	913	500	22,53c,37	.50	1.00	" " "
GARDEN CITY, KAN.	GCK	AIRX	3641					
		CN	.....	...	.....	No Service		Rc Tc DEN
GLADEWATER, TEX.	GGG	AIRX	2490					
		TT	MI 3-2241	See Longview, Tex.				
GLASGOW, MONT.	GGW	AIRX	AC 8-2912					
		FL	AC 8-2446	200	3	No Service		Rc Tc GTF
GLENDIVE, MONT.	GDV	AIRX	EM 5-2080					
		FL	EM 5-3146	200	3	No Service		R T GTF
GLENS FALLS, N.Y.	GFL	AIRX	FE 5-3376					
		EA	3-2527	200	19	.55	1.35	Rc Tc ALB
		MO	774-4628	200	3	"	"	" " "
GOODFELLOW A.F.B., TEX.			.....	See San Angelo, Tex.				
GOODLAND, KAN.		CN	.....	...	.....	No Service		.....
GOOSE BAY, LAB.	YYR	TC	.....	500	7,57	No Service		.....
		MAR	6-2121	...	.....	...	....	.....
GRAND CANYON, ARIZ.	VLE	AIRX	3					
		BL	VA 3	200	Seasonal	No Service		.....
GRAND FORKS, N.D.	GFK	AIRX	4-7771					
		NO	772-1711	200	3	No Service		R T A
		NW	4-4629	200	6	"	"	Rc " "
GRAND FORKS A.F.B., N. D.			.....	See Grand Forks, N. D.				

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities	
GRAND ISLAND, NEB.	GRI	AIRX	DU 2-3216						
		FL	DU 2-2750		9	No Service		R Tc	DEN
GRAND JUNCTION, COLO.		AIRX	CH 3-2532						
	GJT	FL	CH 2-5879	200	3,9	.80	1.10	Rc	DEN
		UA	CH 3-3112	200	5	"	"	"	"
GRAND PRAIRIE, ALTA.	YQU	CP	2031	200	9	...	....	Rc Tc	
GRAND RAPIDS, MICH.	GRR	AIRX	CH 3-5689						
		FT	CH 1-8221	Served through Detroit, Mich.					
		FT				.65	1.25		
		LC	CH 1-4477	150	3	.55	1.35	R T G	MKG
		NO	GL 2-6985	200	3	"	"	" " "	"
		UA	CH 3-0108	400	22,5,6	"	"	" " "	"
GRANITE CITY ENGINEER DEPOT, ILL.				See St. Louis, Mo.					
GREAT BEND, KAN.	GBD	AIRX	GL 3-4431						
		CN	.....	...	.....	No Service		Rc Tc	
GREAT FALLS, MONT.	GTF	AIRX	GL 3-5468						
		FL	GL 3-4844	200	3	.60	1.25	R T G	AC
		NW	GL 3-6501	200	32,6	"	"	" " "	"
		WA	GL 3-4355	200	6	"	"	" " "	"
		WC	GL 4-1396	150	3	"	"	" " "	"
GREEN BAY, WISC.	GRB	AIRX	HE 2-7795						
		NO	GY 4-3438	200	3,9	.65	1.45	Rc Tc	C
GREENSBORO, N.C.	GSO	AIRX	BR 3-1941						
		EA	CY 9-1131	200	19,9,52, 10	.75	1.50	R T G	INT
		PI	CY 9-2141	100	3	"	"	Rc " "	"
		UA	CY 9-0334	200	22	"	"	" " "	"
GREENVILLE, MISS.	GLH	AIRX	2-8195						
		SO	2-2612	100	3	No Service		Rc	
GREENVILLE, S.C.	GRL	AIRX	CE 2-3851						
		DL	CE 2-8213	200	9	.50	1.00	R T G	ATL
		EA	CE 9-3061	200	19,9,52	"	"	" " "	"
		SO	CE 3-0173	100	3	"	"	" " "	"
GREENWOOD, MISS.	GRW	AIRX	123						
		SO	GL 3-1623	100	3	.40	.85	R T	MEM
GREENWOOD, S.C.	GRD	AIRX	OR 3-3156						
		SO	9-3191	100	3	No Service			.....
GRINDSTONE		MAR	.....	500	1,3,4	...	....		.....
GROSSE ILE, N.A.S., MICH.			.....	See Detroit, Mich.					
GROTON COAST GUARD TRAINING STATION, CONN.			See						
GULFPORT, MISS.	GPT	AIRX	UN 3-3891						
		SO	UN 4-2323	100	3	.55	1.10	Rc Tc	C
GUYMON, OKLA.	GUY	AIRX	38						
		CN	672	200	3	.55	1.10		.....
GUNNISON, COLO.	GUC	AIRX	317						
		FL	145	200	3	No Service		R Tc	DEN
HAGERSTOWN, MD.	HGR	AIRX	RE 9-6410						
		AL	RE 3-6700	200	3,19	.80	1.10	Rc	G
HAILEY, IDA.	SUN	AIRX	3932						
		WC	340	150	3	See Ketchum, Ida.			
HALIFAX, N.S.	YHZ	TC	2-7411	500	22,53c,57,50		1.00	Rc Tc	C
		MAR	6-2306	500	3,1,4	...	....	R T	A
HAMILTON, ONT.	YYZ	TC	.....	...	7,12,13, 22,53	1.10	2.00		A
HAMPTON, VA.	PHF		.....	See Newport News, Va.					
HANCOCK, MICH.									
		NO	0063	See Houghton, Mich.					
HANNIBAL, MO.	HNN	AIRX	881						
		OZ	TU 5-3211	See Quincy, Ill.					
HARLINGEN, TEX.	HRL	AIRX	GA 3-0038						
		TT	GA 3-4200	150	3	.55	1.10		SAT
HARRISBURG, PA.	HAR	AIRX	CE 8-5244						
		AL	CE 8-9426	200	3,19	.45	1.60	R Tc G	BAL
		TW	CE 4-3136	250	8	"	"	" " "	"
		UA	CE 6-7995	200	3	"	"	" " "	"
HARRISON, ARK.	HRO	AIRX	EM 5-5323						
		CN	EM 5-5475	200	3	No Service			STL
HARRISONBURG, VA.	SHD	AIRX	4-2292						
		PI	WC 2761	100	3	.70	1.40	Rc Tc	DCA
HARTFORD, CONN.	HDL	AIRX	CH 9-8683						
		AA	JA 2-6193	3000	9,15,5, 52	.65	1.40	R Tc G	C
		AL	JA 2-3084	200	9	"	"	" " "	"
		EA	JA 2-1854	200	19,10,7, 52	"	"	" " "	"
		FT	JA 2-3145	10000	23	"	"	" " "	"
		NE	CH 9-7693	200	3	"	"	" " "	"
		TW	NA 3-5581	250	8,7	"	"	" " "	"
		UA	CH 9-1311	6000	10,15, 50c,6	"	"	" " "	"
HASTINGS, NEB.	HSI	AIRX	2-6011						
		FL	2-2312	200	3	No Service			CMA
HATTIESBURG, MISS.	HBG	AIRX	JU 4-6541						
		SO	JU 2-1643	100	3	.55	1.10	R Tc	MSY
HAYS, KAN.		CN	.....	...	.....	No Service			.....
HAY RIVER, N.W.T.	YHY	PN	.....	200	3,4,1	...	....		.....
HAZLETON, PA.	HZL	AIRX	GL 4-0261						
		AL	GL 5-5817	200	3	.55	1.35		.....
HAVRE, MONT.	HVR	AIRX	265-2111						
		FL	265-7911	200	3	.90	1.85	Rc Tc	GTF
HELENA, ARK.	HEE								
		TT	5-2577	150	3	No Service		T	MEM
HELENA, MONT.	HLN	AIRX	HI 4-3232						
		NW	824-255	200	6	.45	1.10	R T G	GTF
		WA	HI 2-8550	200	6	"	"	" " "	"

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities	
HENDERSONVILLE, N.C.	AVL	AIRX	OX 6916						
		PI	OX 3-5696	See Asheville, N. C.					
		UA	AL 2-2404	See Asheville					
HERRIN, ILL.	MWA	AIRX	HE 7501	See Marion, Ill.					
HIBBING, MINN.	HIB	AIRX	AM 2-2521						
		NO	AM 3-7847	200	3	.65	1.55	Rc Tc	
HICKORY, N.C.	HKY	AIRX	DI 5-4119						
		PI	DI 5-3285	100	3	No Service		R Tc	INT
HIGH POINT, N.C.	GSO	AIRX	2-1915						
		EA	88-28145	See Greensboro, N. C.					
		PI	88-31778	"	"	" "			
		UA	88-26878	"	"	" "			
HOBBS, N. M.	HOB	AIRX	EX 3-5933						
		CO	EX 3-5414	200	3	.65	1.35	Rc	ELP
HOLLOMAN A.F.B., N. M.			.....	See Alamogordo, N. M.					
HOMER, ALAS.	HOM	PN	22-111	...	3	.75	1.00		.....
HONOLULU, H.	HNL	AIRX	HO 6-6167						
		HA	85-911	600	11,10	...	....	Tc	C
		JL	HO 8-1811	200	6,10	...	....	"	"
		NW	853-425	300	50c	.65	1.25	"	AC
		PAA	58-221	5500	10,50,15, 53	...	....	"	"
		UA	HO 8-1811	200	53	...	....	"	C
HOPKINSVILLE, KY.		AIRX	TU 5-5605	See Clarksville, Tenn.					
HOQUIAM, WASH.	HQM	AIRX	LE 2-6600	See Aberdeen, Wash.					
HOT SPRINGS, ARK.	HOT	AIRX	NA 3-1821						
		CN	NA 4-1284	200	3	.55	1.25	R Tc	MEM
		DL	NA 3-1671	300	9	"	"	" "	"
		TT	NA 3-8501	150	3	"	"	" "	"
HOUGHTON, MICH.	CMX	AIRX	602						
		NO	0063	200	3	.80	1.60	Rc Tc	C
HOULTON, ME.	HUL	AIRX	3566						
		NE	2254	200	3	.35	.75	R Tc	C
HOUSTON, TEX.	HOU	AIRX	GL 4-3793						
		AA	MI 9-1457	250	5	.60	1.40	R T G	C
		BN	GL 4-2686	500	9,5,52,6, 10,50,50c	"	"	" " "	"
		CO	GL 4-8531	400	5,6,3,10, 22,50	"	"	" " "	"
		DL	GL 4-2646	6000	9,10,19, 53,55,1a	"	"	" " "	"
		EA	GL 4-2661	6000	9,10,52, 23,53b	"	"	" " "	"
		KLM	CA 4-1701	660	53	"	"	" " "	"
		NA	GL 4-8564	6000	52,10,53,23	"	"	" " "	"
		PAA	CA 3-4131	1100	50,4,53	"	"	" " "	"
		TT	MI 9-1218	150	3	"	"	" " "	"
HUNTER LIGGETT MILITARY RESERVATION, CALIF.			See Monterey, Calif.						
HUNTINGTON, W.VA.	HTW	AIRX	JA 5-5169						
		AL	GL 3-1331	200	3,19	.50	1.60	Rc Tc G	CVG
		EA	3-9476	200	19	"	"	" " "	"
		PI	GL 3-1356	100	3	"	"	" " "	"
HUNTSVILLE, ALA.	HSV	AIRX	JE 4-4533						
		EA	4680	200	19	.85	1.65	R T	HSM
		SO	JE 6-6383	200	3	"	"	" "	"
		UA	JE 6-5291	200	22	"	"	" "	"
HURLEY, N. M.	SVC	AIRX	538-9481	See Silver City, N. M.					
HURON, S. D.	HON	AIRX	EL 2-8660						
		NO	EL 2-2910	200	3	No Service		R Tc	MSP
		WA	EL 2-8601	200	6	"	"	" "	"
HUTCHINSON, KAN.	HUT	AIRX	MO 2-3671						
		CN	.....	...	.....	.60	1.35	Rc Tc G	MKC
HYANNIS, MASS.	HYA	AIRX	SP 5-1600						
		NE	SP 5-1800	200	3	No Service		R T	EWB
IDAHO FALLS, IDA.	IDA	AIRX	JA 2-5075						
		WC	JA 2-2695	150	3	.45	1.10	R Tc G	GTF
		WA	JA 2-8161	200	6	"	"	" " "	"
IMPERIAL, NEB.	IML	AIRX	TU 2-4927						
		FL	TU 2-4780	200	3	No Service			DEN
INDEPENDENCE, KAN.		CN	.....	...	.....	No Service			.....
INDIANAPOLIS, IND.	IND	AIRX	ME 5-1085						
		AA	CH 1-2545	600	9,5,52	.55	1.50	R T G	A
		DL	CH 1-3333	400	9,19,5	"	"	" " "	"
		EA	CH 4-9521	200	9,19,52, 10	"	"	" " "	"
		LC	CH 1-8204	150	3,9	"	"	" " "	"
		OZ	ME 804909	200	3,54	"	"	" " "	"
		RD	CH 1-8288	6000	1,2	"	"	" " "	"
		TW	ME 4-3438	4000	8,23,55	"	"	" " "	"
INT'L. FALLS, MINN.	INL	AIRX	AT 3-3731						
		NO	AT 3-3871	200	3	No Service		Rc Tc	C
INYOKERN, CALIF.	IYK								
		PC	7-2271	...	3	No Service			.....
IOWA CITY, IOWA	IOW	AIRX	3197						
		OZ	8-3604	200	3,43	.60	1.05	R Tc	PIA
IRON MOUNTAIN, MICH.		AIRX	774-1727						
	IMT	NO	774-5050	200	3	No Service		Rc Tc	
IRONWOOD, MICH.	IWD	AIRX	24						
		NO	741	200	3	No Service		Rc Tc	
ISLIP, N.Y.	ISP	AIRX	MR 3-4551						
		AL	RO 9-7771	200	9	.85	1.60		.....
ITHACA, N.Y.	ITH	AIRX	2-2531						
		MO	3351	200	9,3	.55	1.10	Rc Tc G	SYR

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
JACKSON, MICH.	JXN	AIRX	ST 9-7176					
		NO	ST 9-6125	200	3	.55	1.10	Rc Tc
		LC	ST 3-2791	150	3	"	"	" "
JACKSON, MISS.	JAN	AIRX	FL 2-6825					
		DL	2-0866	400	9,5,8	.55	1.35	R Tc MSY
		SO	FL 2-8899	100	3	"	"	" " "
		TT	FL 4-3991	...	3,19	"	"	" " "
JACKSON, TENN.		AIRX						
		SO	2-5416	100	3	No Service		.....
JACKSON, WYO.	JAC	AIRX	.....					
		FL	310	200	3,9	.75	1.35	Rc Tc G OTF
JACKSONVILLE, FLA.	JAX	AIRX	EL 4-0585					
		DL	EL 6-0484	400	5,8	.65	1.25	R T G C
		EA	EL 6-5661	200	9,10,7, 19,52	"	"	" " " "
		NA	EL 3-1586	400	9,5,6,52	"	"	" " " "
		NE	EL 5-6611	200	6	"	"	" " " "
		SO	EL 4-7833	200	3			
		RD	.....	6000	Demand Service			
		UA	EL 4-0641	400	6	.65	"	" " " "
JAMESTOWN, N.Y.	JHW	AIRX	7964					
		AL	JA 4-1118	200	3,19	.55	1.45	Rc BUF
JAMESTOWN, N.D.	JMS	AIRX	CL 2-1760					
		NW	CL 2-3320	200	52	No Service		Rc T MSP
JANESVILLE, WISC.	JVL	AIRX	FL 2-1463					
		NO	FL 4-5293	See Beloit, Wisc.				
JEFFERSON CITY, MO.	JEF	AIRX	6-8191					
		OZ	6-2350	200	3,54	.60	1.20	Rc
JEFFERSON PROVING GROUND, INC.		.....	See Louisville, Ky.					
JOHNSON CITY, TENN.	TRI	AIRX	WA 8-3251					
		PI	WA 8-3161	See Bristol, Va.				
JOHNSTOWN, PA.	JST	AIRX	7-5309					
		AL	JO 9-1144	200	3,19	.55	1.35	R G
JOLIET ARSENAL, ILL.		.....	See Chicago (MDW), Ill.					
JOPLIN, MO.	JLN	AIRX	MA 3-4437					
		AA	MA 3-7085	250	9	.40	.85	R Tc G MKC
		CN	MA 3-2110	200	3	"	"	" " " "
		OZ	MA 3-1817	200	3,54	"	"	" " " "
JUNEAU, ALAS.	JNU	AC	.....	...	.....	...	....	 C
		ELLIS	.....	...	.....	...	....	"
		PN	6-1455	...	4,8,16	1.00	1.00	"
		PAA	6-1400	550	6	...	....	"
JUNCTION CITY, KAN.	MHK	AIRX	CE 8-2611					
		CN	CE 8-4741	See Manhattan, Kans.				
KALAMAZOO, MICH.	AZO	AIRX	FI 5-7163					
		LC	FI 9-2669	150	3	.55	1.20	.....
		NO	FI 9-5237	200	3	"	"	.....
KALISPELL, MONT.	FCA	AIRX	SK 6-5939					
		NW	.....	...	.....	.55	1.10	Rc Tc GEG
		WC	SK 6-5053	150	3	"	"	" " "
KAMLOOPS, B.C.	LKA	CP	109	200	3	...	....	Rc Tc C
KANAB, UTAH		AIRX	.....					
KANSAS CITY, MO.	MKC	AIRX	GR 1-3906					
		BN	GR 1-4740	200	9,1,5,22, 50,52,50c	.75	1.70	R T G AC
		CO	GR 1-3705	200	3,10,22, 50	"	"	" " " "
		CN	BA 1-7613	200	3	"	"	" " " "
		DL	GR 1-7613	300	9	"	"	" " " "
		FL	VI 2-6252	200	3,9	"	"	" " " "
		OZ	GR 1-6515	200	3,54	"	"	" " " "
		TW	GR 1-4400	4000	50,7,23, 55.50c	"	"	" " " "
		UA	GR 1-1133	400	10,50c	"	"	" " " "
KANKAKEE ORDANCE WORKS, ILL.		.....	See Chicago, Ill.					
KEARNEY, NEB.	EAR	AIRX	CE 4-0501					
		FL	CE 6-2921	200	3	No Service		DEN
KEENE, N.H.	EEN	AIRX	EL 2-0603					
		MO	1910	100	3	.65	1.10	Rc Tc BOS
		NE	EL 2-1030	200	3	"	"	" " "
KEESLER A.F.B., MISS.		.....	See Gulfport, Miss.					
KELOWNA, B.C.	YWK	CP	6025	200	3	.25	.85	.....
KENAI, ALAS.	ENA	PN	206	200	3	.75	1.00	.....
KENNEWICK, WASH.	PSC	AIRX	LI 7-4242					
		PC	.....	See Pasco, Wash.				
KERRVILLE, TEX.	KRV	AIRX	CL 7-4536					
		TT	CL 7-4050	150	3	No Service		Rc SAT
KETCHIKAN, ALAS.	KTN	PAA	3131	550	6	...	....	.....A
		PN	3138	...	8,16	...	....	.....A
KETCHUM, IDA.	SUN	AIRX	3932					
		WC	340	150	.....	.60	1.25	.....
KEY WEST, FLA.	EYW	AIRX	CY 6-6651					
		NA	CY 6-5510	400	9	.85	1.80	R Tc AC
K.I. SAWYER A.F.B., MICH.		.....	See Marquette, Mich.					
KILGORE, TEX.	GGG	AIRX	2711					
		TT	6331	See Longview, Tex.				
KIMBERLEY, B.C.	YXC	CP	LU 2-3511	200	9	No Service		.....
KING SALMON, ALAS.	AKN	PN	.....	200	3	.60	1.00	.....
KINGMAN, ARIZ.	IGM	AIRX	SK 3-2998					
		BL	SK 3-3630	200	54	.75	1.50	Rc Tc LAX
KINGSBURG ORDANCE PLANT, INC.		.....	See South Bend, Ind.					
KINGSFORD, MICH.		AIRX	.....					
		NO	774-5050	See Iron Mountain, Mich.				
KINGSPORT, TENN.	TRI	AIRX	CI 5-5731					
		PI	CI 6-4107	See Bristol, Tenn.				
		SO	.....	See Bristol, Tenn.				
KINGSTON, N.C.	ISO	AIRX	3918					
		PI	JA 3-5159	100	9	.55	1.10	Rc Tc HDU
KIRKSVILLE, MO.		AIRX	.....					
		OZ	.....	...	.....	.70	1.40	.....
KITIMAT, B.C.	YKI	CP	220	200	3,9	No Service		C
KLAMATH FALLS, ORE.	LMT	AIRX	TU 4-5814					
		WC	TU 2-4626	150	3,54	.55	1.50	R Tc OTH
KNOXVILLE, TENN.	TYS	AIRX	3-6175					
		AA	7-6264	500	9,5	.60	1.25	Rc Tc G CHA
		DL	7-6661	400	9	"	"	" " " "
		PI	577-2531	100	3	"	"	" " " "
		SO	577-7561	200	3	"	"	" " " "
		UA	557-5521	200	22	"	"	" " " "
KODIAK, ALAS.	KDI	PN	4131	...	3	.75	1.00	.....
KOKOMO, IND.	OKK	AIRX	GL 2-5626					
		LC	GL 7-5991	150	3	.55	1.45	Rc
KOTZEBUE, ALAS. (K)	OTZ	AS	.....		500	3	... .	.....
KACKLAND A.F.B., TEX.		.....	See San Antonio, Tex.					
LACONIA, N.H.	LCI	AIRX	150					
		NE	LA 4-5313	200	3	No Service		Rc LWM
LA CROSSE, WISC.	LSE	AIRX	2-8286					
		NO	4-5680	200	3	No Service		Rc Tc
LAFAYETTE, IND.	LAF	AIRX	SH 2-5068					
		LC	RI 3-1841	150	3,9	No Service		Rc
LAFAYETTE, LA.	LFT	AIRX	CE 5-8649					
		EA	CE 5-8536	200	9	.55	1.10	R G HTR
		TT	CE 4-5252	150	3	"	"	" " "
LAGUNA BEACH, CALIF.	SNA	AIRX	HY 4-2396					
		BA	.....	See Santa Ana, Calif.				
LAKE CHARLES, LA.	LKC	AIRX	HE 9-8876					
		EA	HE 6-3656	200	9	.55	1.35	R T G C
		TT	HE 3-8511	150	3	"	"	" " " "
LAKE CITY A.F.S., TENN.		.....	See Knoxville, Tenn.					
LAKELAND, FLA.	LAL	AIRX	MU 4-1091					
		NA	MU 6-3129	200	3	.75	1.50	Rc Tc G TPA
		RD	MU 3-5875	6000	Demand Service			
LAKEVIEW, ORE.	LKV	AIRX	JU 8-3003					
		WC	WH 7-2211	150	3	.55	1.10	Rc Tc PDX
LAKE PLACID, N.Y.	SLK	AIRX	LP 407					
		EA	SL 2120	200	19	No Service		Rc Tc MAL
LAMAR, COLO.	LAA	AIRX	336-5761					
		CN	167	200	3	No Service		DEN
LANCASTER, CALIF.	WJF	AIRX	.....					
		PC	WH 8-4611	200	19,54	No Service		LAX
LANCASTER, PA.	LNX	AIRX	WH 2-3128					
		AL	LO 9-0461	200	3,19	.55	1.35	Rc G
		EA	LO 9-0446	200	19	"	"	" "
LAND O'LAKES, WISC.	LNL	AIRX	2211					
		NO	3131	Seasonal - Served through Rhindelander				
LANDER, WYO.	RTW	AIRX	.....					
		FL	UL 6-9226	See Riverton, Wyo.				
LANGLEY A.F.B., VA.		.....	See Newport News, Va.					
LANSING, MICH.	LAN	AIRX	IV 2-1109					
		NO	IV 4-7467	200	3	.55	1.35	R T G YIP
		UA	IV 5-2744	400	22,5,6,	"	"	" " " "
LARAMIE, WYO.	LAR	AIRX	FR 5-2696					
		FL	FR 5-5656	200	3,9	No Service		Rc Tc DEN
LAREDO, TEX.	LRD	AIRX	RA 3-3618					
		TT	3-3645	150	3	.45	1.35	R T AC
LAS VEGAS, NEV.	LAS	AIRX	DU 2-2132					
		BL	RE 3-2704	200	54	.75	1.45	Rc Tc G LAX
		DL	RE 3-1762	250	10	"	"	" " " "
		NA	RE 3-1339	200	52	"	"	" " " "
		PC	DU 2-2622	200	19,54	"	"	" " " "
		TW	DU 2-7306	400	8,7,50, 55,50c	"	"	" " " "
		UA	DU 2-0505	400	5,10,50c	"	"	" " " "
		WA	DU 2-2100	200	6,52	"	"	" " " "
LAUREL, MISS.	LUL	AIRX	6212					
		SO	426-3440	100	3	.65	1.30	.....
LAURENCE G. HANSCOM FIELD, MASS.			See Lawrence, Mass.					
LAWRENCE, MASS.	LWM	AIRX	4161					
		NE	MU 3-3141	200	3	.35	.75	R Tc LWM
LAWTON, OKLA.	LAW	AIRX	EL 0-154					
		CO	EL 3-4512	200	3	No Service		Rc T DAL
		CN	EL 3-8600	200	3	"	"	" " "
LEMMON, S.D.		AIRX	138					
		PL	374-3631	200	3	.55	.85	OTF
LEMOORE N.A.S., CALIF.		.....	See Visalia, Calif.					
LETHBRIDGE, ALTA.	YQL	TC	FA 7-2711	300	3,22	.35	.75	Rc Tc C
LETTERKENNY ORDANCE DEPOT, PA.		.....	See Hagerstown, Md.					
LEWISTON, IDA.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	150	3	No Service		R Tc GEG

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
LEWISTON, ME.	LEW	AIRX	4-4423					
		NE	ST 3-2031	200	3	.55	1.10	Rc Tc PWM
LEWISTON, MONT.	LWT	AIRX	KE 8-3615					
		FL	KE 8-9621	200	3	.35	1.50	Rc Tc GTF
LEXINGTON SIGNAL DEPOT, KY.			.....	See Lexington, Ky.				
LEXINGTON, KY.	LEX	AIRX	2-1314					
		DL	4-5569	250	9,3	.65	1.60	Rc Tc G CVG
		EA	4-6795	200	19,7,9	"	"	" " " "
		PI	5-1920	100	3	"	"	" " " "
LIBERAL, KAN.	LBL	AIRX	MA 4-3661					
		CN	MA 4-5671	200	3	No Service		T
LIMA, OHIO	LIA	AIRX	CA 6-2051					
		LC	CA 5-0075	150	3	.80	1.60	.....
LINCOLN, NEB.	LNK	AIRX	HE 2-3261					
		FL	HE 2-5391	200	3,9	.55	1.25	R Tc CMA
		UA	HE 5-4371	400	6,10,5	"	"	" " "
LITTLE ROCK, ARK.	LIT	AIRX	FR 2-6116					
		AA	FR 4-9333	250	5,10,52	.45	1.10	R T G MEM
		BN	FR 2-0207	200	9	"	"	" " " "
		CN	FR 4-6418	200	3	"	"	" " " "
		DL	FR 4-2040	300	9	"	"	" " " "
		TT	FR 4-6312	150	3	"	"	" " " "
LOGAN, UTAH	LGU	AIRX	SK 2-2422					
		WC	SK 2-5301	150	3	.50	1.50	Rc T GTF
LOGANSPORT, IND.	OKK	AIRX	3396					
		LC	GL 7-5591	See Kokomo, Ind.				
LONDON, KY.	LOZ	AIRX	VO 4-4320					
		PI	VO 4-2250	100	3	.40	.85	SDF
LONDON, ONT.	YXU	TC	2-3491	400	22	.50	1.00	Rc Tc C
LONG BEACH, CALIF.	LGB	AIRX	GA 4-8621					
		LX (E)	ZE 7511	200	20	...	....	Rc T LAX
		UA	HA 1-8214	200	9	.90	1.65	R T "
		WA	HA 1-8271	200	52	"	"	" " "
LONGHORN ORDANCE WORKS, TEX.			.....	See Shreveport, La.				
LONGVIEW, TEX.	GGG	AIRX	PL 5-3521					
		TT	MI 3-2441	150	3	.50	1.35	R Tc DAL
LORDSTOWN MILITARY RESERVATION, OHIO			See Youngstown, Ohio					
LOS ANGELES, CALIF.	LAX	AIRX	SP 6-0140					
		AA	MA 6-0201	10000	5,15,10, 50,50c	.90	1.65	R T G C
		BL	SP 6-1260	200	54	"	"	" " " "
		CO	SP 6-2421	200	10,22,50	"	"	" " " "
		CMA	MA 6-8484	...	5	...	....	" " " "
		SK	OR 4-4300	1000	10	.75	1.55	" " " "
		LX	OR 0-0933	200	20	...	....	" " " "
		NA	SP 6-0293	6000	52,53,23	.90	1.65	" " " "
		DL	SP 6-0423	350	53a,55,10	"	"	" " " "
		PAA	MA 4-0192	5500	15,53,50	"	"	" " " "
		PC	SP 6-0440	200	3,19,54	"	"	" " " "
		SAS	.....	1320	5,6,10,9	...	....	" " " "
		TW	MI 9441	7500	8,7,23, 50,55,50c	.90	1.65	" " " "
		UA	SP 6-2000	6000	9,5,6,10, 15,53,50c	"	"	" " " "
		WA	SP 6-2508	200	6,50,52, 50c	"	"	" " " "
		JL		6000	50b	"	"	" " " AC
(Lockheed Air Terminal)	BUR	AA	MA 0201	6000	5,15,10	"	"	" " " "
		FT	ST 7-3411	10000	23	"	"	" " " "
		LX (E)	ZE 7511	200	20	...	....	" " " "
		PC	SP 6-0440	200	3,19,54	.90	1.65	" " " "
		WA	TH 2-2101	200	52	"	"	" " " "
LOUISVILLE, KY.	SDF	AIRX	EM 8-5891					
		AA	EM 8-1666	500	9,5,52	.60	1.50	R T G C
		DL	JU 2-2681	300	5,9	"	"	" " " "
		EA	EM 8-1646	200	19,9,10, 52	"	"	" " " "
		OZ	EM 8-9955	200	3,54	"	"	" " " "
		PI	EM 8-3312	100	3	"	"	" " " "
		TW	JU 3-5327	250	8	"	"	" " " "
LOVELL, WYO.	POY	AIRX	.....					
		FL	SK 4-4222	See Powell, Wyo.				
LOWRY A.F.B., COLO.			.....	See Denver, Colo.				
LUBBOCK, TEX.	LBB	AIRX	PO 3-2805					
		BN	PO 5-7428	200	9,5,52	.80	1.35	R T DAL
		CO	PO 3-4646	200	3,22	"	"	" " "
		CN	PO 3-9457	200	3	"	"	" " "
LUDINGTON, MICH.		AIRX	.....					
		NO	PA 3-2521	200	9	No Service		.....
LUFKIN, TEX.	LFK	AIRX	NE 4-3011					
		TT	3-4521	150	3	.55	1.10	Rc BUJ
LYNCHBURG, VA.	LYH	AIRX	VI 7-7783					
		PI	239-2633	100	3	.80	1.85	Rc Tc G RIC
MACON, GA.	MCN	AIRX	SH 3-3236					
		DL	3-6731	250	9	.50	1.35	Rc Tc G ATL
		EA	2-8701	200	19,9	"	"	" " " "
MADISON, WISC.	MSN	AIRX	AL 5-6741					
		NO	CH 9-1223	200	3	.60	1.25	R T MKE
		NW	CH 9-4816	200	6,10,52	"	"	" " "
		OZ	CH 9-6441	200	3,54	"	"	" " "
MAGNOLIA, ARK.	AGO	AIRX	MA-81					
		TT	711	150	3	No Service		Rc Tc DAL
MANCHESTER, N.H.	MHT	AIRX	NA 5-8543					
		NE	NA 3-7201	200	6	No Service		Rc Tc DCE
MANDAN, N.D.	BIS	FL	CA 3-3272	See Bismark, N. D.				
		NO	CA 3-3640	See Bismarck, N. D.				
MANHATTAN, KAN.	MHK	AIRX	MA 8-3930					
		CN	PR 8-2152	200	3	No Service		Rc Tc MKC
MANISTEE, MICH.		AIRX	PA 3-3231					
		NO	PA 3-2521	See Ludington, Mich.				.....
MANITOWOC, WISC.	MTW	AIRX	3397					
		NO	MU 4-5657	200	3	No Service		Rc Tc
MANKATO, MINN.	MKT	AIRX	5371					
		NO	3708	200	3	No Service		Rc Tc
MANSFIELD, OHIO	MFD	AIRX	LA 5-0361					
		LC	LA 4-7411	150	3	.80	1.60	.....
MARFA, TEX.	MRF	AIRX	95					
		TT	235	150	3	No Service		Rc ELP
MARIANA, FLA.	MAI	AIRX	HU 2-2427					
		NA	HU 2-2726	100	9	.50	1.00	Rc Tc G PFN
MARIETTA, OHIO	PKB	AIRX	GA 8-6711					
		LC	DR 5-7731	See Parksburg, W. Va.				
		PI	.....	See Parksburg, W. Va.				
MARIETTA N.A.S., GA.			.....	See Atlanta, Ga.				
MARINETTE, WISC.	MNM	AIRX	.....					
		NO	UN 3-6677	See Menominee, Mich.				
MARION, ILL. (E)	MWA	AIRX	NY 3-2305					
		OZ	714	200	3,54	.70	1.60	Rc
MARION, IND.	MZZ	AIRX	2401					
		LC	OR 4-6585	150	3	No Service		Rc
MARION, OHIO	MNN	AIRX	2-0553					
MARQUETTE, MICH.	MQT	AIRX	CA 6-2111					
		NO	GR 5-4194	200	3	No Service		Rc Tc
MARSHALL, TEX.	ASL	AIRX	WE 5-2179					
		TT	WE 4-4336	150	3	.55	1.10	Rc DAL
MARSHFIELD, MICH.		AIRX	.....					
		NO	FU 7-1151	200	3	No Service		.....
MARTHA'S VINEYARD, MASS.	MVY	AIRX	VH 3					
		NE	VH 1400	200	3	No Service		Rc Tc EWB
MARYSVILLE, CALIF.	MYV	AIRX	SH 3-6390					
		PC	SH 2-5487	200	3	No Service		Rc Tc SFO
MASON CITY, IA.	MCW	AIRX	GA 3-2123					
		OZ	1095	200	3,54	.55	1.50	R MSP
MASSENA, N.Y.	MSS	AIRX	RO 9-2728					
		EA	RO 4-0505	200	19	.65	1.35	Rc Tc A
MATANE, P.Q.	YMQ	QEA	.....	...	.....	...	....	.....
MATTOON, ILL.	MTO	AIRX	AD 4-7940					
		OZ	AD 4-7100	200	3,54	No Service		Rc
MAYNARD QUARTERMASTER TEXT ACTIVITY, MASS.			See Boston, Mass.					
MAYO, Y.T.	YMA	CP	.....	200	3	...	....	Tc
McALESTER, OKLA.	MLC	AIRX	GA 3-5234					
		CN	GA 3-4758	200	3	No Service		Rc Tc DAL
McALLEN, TEX.	MAK	AIRX	MU 6-7811					
		TT	MU 6-3707	150	3	.55	1.10	HRO
McCOOK, NEB.	MCK	AIRX	145					
		FL	96	200	3	No Service		CMA
McGRATH, ALAS. (E)	MCG	AS	.....	1000	3,4	.35	.50	.....
MEDFORD, ORE.	MFR	AIRX	2-6433					
		PC	SP 2-6161	200	3,19	.55	1.60	Rc Tc OTH
		UA	SP 3-6233	300	9	"	"	" " "
		WC	SP 2-7269	150	3	"	"	" " "
MEDICINE HAT, ALTA.	YXH	TC	JA 6-2605	200	3	.70	.75	Rc Tc C
MELBOURNE, FLA.	MLB	AIRX	PA 3-7851					
		EA	PA 7-3331	200	19,9	.60	1.20	R Tc PHI
		NA	PA 3-6444	200	9	"	"	" " "
MEMPHIS, TENN.	MEM	AIRX	WH 8-2714					
		AA	WH 8-3374	8000	5,9,10, 15,52,50c	.55	1.35	R T G C
		BN	WH 6-8395	200	9	"	"	" " " "
		DL	WH 8-2606	6000	9,15,19, 1a,55	"	"	" " " "
		EA	WH 2-2489	200	19,9,10	"	"	" " " "
		SO	WH 8-1440	200	3	"	"	" " " "
		TT	WH 6-2535	150	3	"	"	" " " "
		UA	WH 8-0406	200	22	"	"	" " " "
MENOMINEE, MICH.	MNM	AIRX	UN 3-3000					
		NO	UN 3-6677	200	3	No Service		Rc Tc
MERCED, CALIF.	MCE	AIRX	RA 2-2413					
		UA	RA 2-8011	200	9	.55	1.10	Rc Tc G SFO
MERIDIAN, MISS.	MEI	AIRX	2-0242					
		DL	2-3141	300	9	.40	.85	R Tc BHM
		SO	485-5165	200	3	"	"	" " "
MEXICO CITY, D.F.	MEX	AIRX	.....					
		AA	22-12-22	6000	5,10,15, 50c	...	....	A
		BN	46-21-54	500	50c	...	....	"
		EA	22-77-70	200	10,53b	...	....	"
		PAA	46-46-60	1100	50,53,4	...	....	T "
		WA	46-90-40	200	6,50c	...	....	"
		CMA	12-21-96	...	3,4,5,24	...	....	" "
		AERONAVES	18-50-40	...	14a,4,5,8, 9	...	....	" "
		LACSA	46-46-60	...	9	...	....	" "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MIAMI, FLA.	MIA	AIRX	NE 5-0741					
		AVENSA	.....	...	1,6	...	....	R T AC
		AVIANCA	NE 3-2491	660	4,8	...	....	" " C
		BN	NE 4-1951	500	5,10,50	.75	1.60	R T G AC
		BA	NE 4-4373	700	22	.80	1.60	" " " "
		CU	TU 7-4341	200	1,3,8,14a,22	"	"	" " " "
		DL	NE 5-2661	6000	5,10,1a,53,55	.75	1.60	" " " "
		EA	NE 4-3571	6000	19,7,23,53b,10,9,19,52	"	"	" " " "
		GUEST	.....	200	8	...	....	.....
		KLM	FR 3-8455	660	5	.80	1.60	R T AC
		LACSA	NE 3-2491	...	1,9	...	....	" " "
		NA	TU 5-2361	6000	9,5,6,10,52,7,23,53	.75	1.60	" " "
		NE	NE 4-6741	200	6,50,55	"	"	" " "
		NW	NE 3-6503	200	52	"	"	" " "
		PAA	FR 3-7383	5500	2,6,10,50,15,53	"	"	" " "
		RD	TU 7-3501	10000	1,15,2	.75	"	" " G "
		RN	88-6743	10000	.....	.80	"	" " "
		TW	NE 3-6511	400	7,50	.75	"	" " "
		UA	NE 4-0601	400	50c,6,5,	"	"	" " " "
MIDLAND, MICH.	MBS	AIRX	.....					
		NO	695-4091	See Saginaw, Mich.				
MIDLAND, TEX.	MAF	AIRX	MU 2-1751					
		AA	MU 4-8281	250	5	.40	1.25	Rc Tc ELP
		CO	MU 2-1114	200	3,22	"	"	" " "
MILES CITY, MONT.	MLS	AIRX	CE 2-3831					
		FL	CE 2-1401	200	3	No Service		Rc T GTF
MILWAUKEE, WISC.	MKE	AIRX	HU 1-4640					
		AA	SH 4-9855	250	9	.60	1.65	R T G C
				4000 via MDW				
		EA	HU 1-4600	200	10	"	"	" " " "
		FT	HU 3-5000	10000	Served through Chicago (MDW)			
		NO	HU 1-0500	200	3,9	.60	1.65	R T G C
		NW	HU 3-0443	2000	6,10,52,15,50c,53b	"	"	" " " "
		OZ	HU 3-3210	200	3,54	"	"	" " " "
		UA	HU 1-3800	400	22,5,6,10,56	"	"	" " " "
MINNEAPOLIS, MINN.	MSP	AIRX	PA 2-3898					
		BN	PA 4-8748	500	9,5,52,50,50c	.65	1.40	R T G C
		EA	PA 1-5508	200	10	"	"	" " " "
		FT	PA 9-8321	6000	1	"	"	" " " "
		NO	PA 2-8281	200	3,9	"	"	" " " "
		NW	PA 6-2552	2000	53b,6,10,52,15 50c	"	"	" " " "
		OZ	PA 1-4456	200	3,54	"	"	" " " "
		WA	PA 1-3383	200	6,52,50	"	"	" " " "
		UA	PA 1-1831	400	6,22,50c	"	"	" " " "
MINOT, N.D.	MOT	AIRX	41-149					
		FL	TE 8-0225	200	3	.90	1.35	MSP
		NO	TE 8-2118	200	3	"	"	"
MIRAMAR N.A.S., CALIF.			.....	See San Diego, Calif.				
MISSION, TEX.	MMK	AIRX	JU 5-1762					
		TT	MU 6-3707	See McAllen, Tex.				
MISSOULA, MONT.	MSO	AIRX	LI 3-7421					
		NW	LI 3-7161	200	6,52	No Service		Rc T GTF
MITCHELL, S.D.	MHE	AIRX	WY 6-3123					
		NO	996-8283	200	3	.55	1.10	Rc Tc
MOAB, UTAH	MOK	AIRX	.....					
		FL	AL 3-6401	200	3	.70	1.35	Rc Tc DEN
MOBILE, ALA.	MOB	AIRX	HE 2-2741					
		EA	GR 9-1401	6000	7,23,52,19	.55	1.60	R T G C
		NA	DI 2-3521	400	9	"	"	" " " "
		SO	DI 2-0733	100	3	"	"	" " " "
		UA	DI 2-1344	200	22	"	"	" " " "
MODESTO, CALIF.	MOD	AIRX	LA 2-2963					
		UA	LA 3-3211	200	9	.55	1.35	R T SFO
MOLINE, ILL.	MLI	AIRX	2-3641					
		OZ	962-7591	200	3,54	.55	1.25	R Tc PIA
		UA	962-7701	400	6,10,5	"	"	" " "
MONCTON, N.B.	YQM	TC	RV 4-9151	1000	22,57	.50	1.00	Rc Tc C
		MAR	4-9181	...	.....	...	....	.....
MONROE, LA.	MLU	AIRX	FA 2-2675					
		DL	FA 3-5116	300	9	.60	1.20	Rc Tc MSY
		SO	FA 5-4601	200	3	"	"	" " "
		TT	FA 2-4454	...	3,19	"	"	" " "
MONT JOLI, P.Q.	YYY	QBA	.....	400	3	...	....	.....
MONTAUK A.F.S., N.Y.			.....	See New York, N. Y.				
MONTE VISTA, COLO.	MVS	AIRX	MV 19					
		FL	JU 9-6311	See Alamosa, Colo.				
MONTEREY, CALIF.	MRY	AIRX	AM 2-4803					
		PC	FR 2-7571	200	3,19,54	.55	1.10	R Tc G SFO
		UA	FR 5-3157	300	9	"	"	" " " "
MONTGOMERY, ALA.	MGM	AIRX	AM 2-3801					
		DL	AM 4-7313	200	9	.50	1.00	R T G MSY
		EA	CH 7-7361	200	19,9,7,10	"	"	" " " "
MONTPELIER, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	200	3	No Service		Rc Tc HTV
MONTREAL, QUE.	YUL	AIRX	UN 1-7311					
		AF	UN 6-8344	200	7	.35	.75	R Tc AC
		CP	UN 6-2901	500	14a	.45	1.00	" " "
		AZ	VI 2-6661	200	53c	"	"	" " "
		KLM	UN 1-3411	10000	53,10,15	"	"	" " "
		NE	ME 1-8591	200	6,50,55	.35	.75	Rc Tc A
		TC	HU 9-5781	500	7,22,53c,57	.45	1.25	R T "
MONTROSE, COLO.	MTJ	AIRX	CH 9-3010					
		FL	CH 9-4236	200	3	No Service		Rc T DEN
MOOREHEAD CITY, N.C.	MRH	AIRX	PA 6-3272					
		PI	PA 8-4734	100	3	.35	.75	Rc Tc C
MORGANTOWN, W.VA.	MGW	AIRX	LI 2-7724					
		LC	LI 2-3301	150	3	.60	1.35	.....
MOSCOW, IDA.	PUW	AIRX	2-1229					
		WC	TU 3-9771	See Pullman, Wash.				
MOSES LAKE, WASH.	EPH	AIRX	RO 5-6191					
		WC	SK 4-2522	See Ephrata, Wash.				
MOULTRIE, GA.	MGR	AIRX	445					
		SO	YU 5-4048	100	3	.80	1.60	Rc
MUNCIE, IND.	MIE	AIRX	AT 8-4446					
		LC	AT 8-3629	150	3	No Service		.....
MUSKEGON, MICH.	MKG	AIRX	2-6639					
		NO	SW 8-2111	200	3	.80	1.80	R Tc G C
		UA	PE 3-1870	200	22,6	"	"	" " " "
MUSKOGEE, OKLA.	MKO	AIRX	MU 2-0191					
		CN	MU 7-5494	200	3	No Service		Rc T MKC
MYRTLE BEACH, S.C.	MYR	AIRX	HI 8-6656					
		PI	HI 8-6559	100	3	.45	.85	Rc CHS
NANTUCKET, MASS.	ACK	AIRX	702-W					
		NE	1140	200	3	No Service		Rc Tc KWB
NASHVILLE, TENN.	BNA	AIRX	AL 5-3523					
		AA	CH 2-6336	4500	5,9,10,15,52,50c	.55	1.10	R T G C
		BN	AL 5-3323	500	10,9	"	"	" " " "
		EA	AL 5-7412	200	9,19,10,52	"	"	" " " "
		OZ	CH 2-4363	200	3,54	"	"	" " " "
		SO	AL 4-0546	200	3	"	"	" " " "
		TW	AL 4-7726	250	7	"	"	" " " "
NATCHEZ, MISS.	HEZ	AIRX	8623					
		SO	6963	100	3	.75	1.50	Rc
NAVAL ACADEMY, ANNAPOLIS, MD.			.....	See Baltimore, Md.				
NELSON, B.C.	YCG	CP	.....	200	9	.25	.60	.....
NEW BEDFORD, MASS.	EWB	AIRX	WY 6-8553					
		NE	WY 9-6441	200	3,6	.35	.75	R Tc C
NEW BERN, N.C.	EWN	AIRX	2711					
		NA	ME 7-5151	200	6	.55	1.10	Rc Tc IMN
		PI	ME 7-3972	100	3	"	"	" " "
NEW CUMBERLAND GENERAL DEPOT, PA.			.....	See Harrisburg, Pa.				
NEW HAVEN, CONN.	HVN	AIRX	MA 4-3151					
		AL	HO 7-1619	200	9,19	.55	1.25	R T C
		EA	HO 7-6311	200	19	"	"	" " "
NEW IBERIA, LA.	LFT	LC	EM 4-7371	See Lafayette, La.				
NEW LONDON, CONN.	GON	AIRX	GI 2-5363					
		AL	HI 5-7405	200	19	.80	1.60	Rc C
NEW ORLEANS, LA.	MSY	AIRX	KE 4-3077					
		BN	LA 4-3411	200	9,5	.55	1.50	Rc T AC
		DL	KE 4-3658	6000	9,1a,5,10,53,55	"	"	" " "
		EA	739-3601	6000	7,10,23,53,52,9	"	"	" " "
		NA	KE 4-3616	400	9,5,6,10,52,53	"	"	" " "
		PAA	JA 2-6391	1100	50,53	"	"	" " "
		SO	KE 7-0158	200	3	"	"	" " "
		TA	GA 8374	4500	4	"	"	" " "
		TT	721-3425	...	.....	"	"	" " "
		UA	729-3500	400	50c,22	"	"	" " "
NEW PHILADELPHIA, OHIO	PHD	AIRX	DO 4-2985					
NEW YORK, N.Y. (LaGuardia)	LGA	AIRX	MU 6-7900					
		AA	HA 4-7600	4000	5,9,52	1.00	2.00	R T G AC
		CA	TW 9-5280	200	22,8	"	"	" " " "
		EA	NE 9-8200	500	7,19,52	"	"	" " " "
		NE	IL 7-3000	200	3,6,22	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		TW	OX 5-4525	250	8,7	"	"	" " " "
		UA	IL 8-4900	6000	6,22,5	"	"	" " " "
(Idlewild)		AA	HA 4-7600	10000	5,9,10,15,50,50c,52	"	"	" " " "
		AET	OL 6-6160	550	7	....	....	.....
		AERONAVES	ST 6-7341	...	14a	....	....	.....
		AF	OL 6-5800	200	7	1.00	2.00	R T AC
		AVIANCA	ST 6-7341	660	7	....	....	" " "
		AZ	JU 2-6500	440	15,53c	1.00	2.00	" " "
		BA	OL 6-5600	11100	11,8	....	....	" " "
		BN	OL 6-5243	6000	50,50c	1.00	2.00	" " "
		CUBANA	.....	200	3,22,7	...	....	.....
		DL	OL 6-5822	200	8,10,53,55	1.00	2.00	R T G AC
		EA	OL 6-7020	6000	6,7,10,19,52,23,53b	"	"	" " " "
		LH	OL 6-5560	...	7	...	....	" " "
		LY	OL 6-5290	650	8	...	....	" " "
		KLM	WH 4-3480	10000	10,15,23,53	.55	1.75	" " "
		NA	OX 7-8181	10000	9,5,10,7 6,52,23,53	1.00	2.00	" " " "
		NE	OL 6-5398	200	6,50,55	"	"	" " " "
		NW	OL 6-5250	2000	10,53b,52,15,50c	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		PAA	EX 2-5700	5500	2,10,50,15,53	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
NEW YORK, N.Y. (Idlewild Con't.)	IDL							
		RD	CL 6-5748	10000	1,2,15	1.00	2.00	R T G AC
		SAB	.....	440	14,9,5,15, 10	"	"	" " " "
		SN	JU 6-1050	400	5,6,15	...	....	" " " "
		SK	CL 7-8000	1000	5,6,10	...	....	" " " "
		SR	PL 7-4433	6000	2,6	...	....	" " " "
		TC	JU 6-3210	500	22,57	1.00	2.00	" " " "
		TRC	CL 6-9997	4000	4,6,2	"	"	" " " "
		TW	CK 5-4325	7500	8,7,23, 50,55,50c	"	"	" " " "
		UA	CL 6-5777	6000	5,10,15,6 53,50c,56	"	"	" " " "
(Newark)	EWR	AA	MA 3-4062	6000	9,5,15, 10,52	1.00	2.00	R T G AC
		LA	MI 3-3888	200	3,19,9	"	"	" " " "
		BN	MA 3-2041	6000	10,15	"	"	" " " "
		DL	MA 3-3543	6000	1a, 10	"	"	" " " "
		EA	MI 3-8389	6000	10,19,52	"	"	" " " "
		FTL	MA 4-3700	10000	23	"	"	" " " "
		MD	MI 2-0335	200	9,3	"	"	" " " "
		NA	MA 4-1953	400	9,5,6,10,7	"	"	" " " "
		NW	MA 4-8797	200	10,52	"	"	" " " "
		NY	MI 2-8681	200	20,21	"	"	" " " "
		TW	MA 3-5640	3500	8,7,23	"	"	" " " "
		UA	MA 4-8300	6000	15,10,6, 5,22	"	"	" " " "
NEWPORT, V.T	EFK	AIRX	NE 662					
		NE	1099	200	Seasonal			Rc C
NEWPORT NEWS, VA.	PHF	AIRX	5-1253					
		NA	LY 6-1571	200	5,6	.55	1.35	Rc Tc G C
		PI	LY 6-2621	100	3	"	"	" " " "
		UA	LY 6-1141	200	6,22	"	"	" " " "
NIAGARA FALLS, N.Y.	IAG	AIRX	BU 5-1243			.65	1.95	
		AA	EN 9-140	Served through Buffalo, N. Y.				
		LC	.....	Served through Buffalo, N. Y.				
		MO	NF 2-3000	Served through Buffalo, N. Y.				
		AL	SP 4800	Served through Buffalo, N. Y.				
		UA	NF 2-2240	Served through Buffalo, N. Y.				
NOME, ALAS. (E)	OME	AS	MA 199	1000	3,4	.90	1.00	.....
NORFOLK, NEB.	OFK	AIRX	FR 1-9420					
		NO	371-5600	200	3	No Service		.....
NORFOLK, VA.	ORF	AIRX	MA 5-4564					
		NA	UL 3-4378	400	5,6	.55	1.25	R Tc G C
		PI	UL 5-4761	100	3	"	"	" " " "
		RD	.....	Demand Service				
		UA	UL 3-3101	400	6,22,5	"	"	" " " "
NORTH BAY, ONT.	YYB	TC	3366	500	22	.50	1.00	Rc Tc C
NORTH BEND, ORE.	OTH	AIRX	.....					
		WC	SK 9-1011	150	3	No Service		R T C
NORTH HOLLYWOOD, CALIF. (E)	AIRX	LC	..... 2E 7511	200	20	...	....	LAX
NORTH PLATTE, NEB.	LBF	AIRX	151					
		FL	LE 2-3600	200	9	No Service		Rc DEN
NORWALK, CONN.		AIRX	TE 8-4708					
		NY	.....	200	19	No Service		.....
OAKLAND, CALIF.	OAK	AIRX	TE 2-5030					
		WA	LO 2-6400	150	54	.90	1.75	R T SFO
		UA	LO 3-3134	400	9,10,5	"	"	" " "
OCALA, FLA.	OCA	AIRX	MA 2-4342					
		EA	MA 2-3207	200	19	.55	1.10	R Tc G TPA
OGDEN, UTAH	OGD	AIRX	.....					
ODESSA, TEX.	MAF	AIRX	FE 2-5412					
		AA	FE 7-3561	250	5	.40	1.25	Rc Tc ELP
		CO	FE 7-2371	200	9,3	"	"	" " "
OGDENSBURG, N.Y.	OGS	AIRX	24					
		MO	1226	200	3	No Service		Rc Tc C
OIL CITY, PA.	FKL	AIRX	.....					
		AL	ID 2-3125	See Franklin, Pa.				
OKLAHOMA CITY, OKLA.	OKC	AIRX	CE 2-9101					
		AA	ME 2-6378	600	5,9,10, 52,50c	.70	1.40	R T G DAL
		BN	MU 5-5113	500	9,5,32	"	"	" " " "
		CO	MU 5-7791	200	3,22	"	"	" " " "
		CN	MU 5-7744	200	3	"	"	" " " "
		TW	ME 8-3377	400	8,55	"	"	" " " "
OLATHE N.A.S., KAN.			.....	See Kansas City, Mo.				
OLYMPIA, WASH.	OLM	AIRX	6-4721					
		WC	FL 6-6445	150	54	No Service		Rc T C
OMAHA, NEB.	OMA	AIRX	AT 6254					
		BN	WE 0682	500	9,5	.55	1.25	R T G C
		FL	346-8900	200	3,9	"	"	" " " "
		NO	341-9876	200	3	"	"	" " " "
		OZ	HA 7957	200	3,54	"	"	" " " "
		UA	WE 2429	400	5,6,10,53,50c	"	"	" " " "
OMAK, WASH.	OMK	AIRX	241					
		WC	612	150	3	No Service		Rc Tc GEG
ONTARIO, ORE.	ONO	AIRX	162					
		WC	TU 9-5632	150	3	No Service		Rc Tc GEG
ONTARIO, CALIF.	ONT	AIRX	NA 2-1524					
		BL	YU 4-3381	200	54	.65	1.40	Rc Tc LAX
		WA	YU 6-1119	150	6	"	"	" " "
OPHEIM A.F.S., MONT.			.....	See Glasgow, Mont.				
ORANGE, CALIF. (E)		AIRX	KE 8-3165					
		LX	.....	200	200	...	....	LAX
ORLANDO, FLA.	ORL	AIRX	GA 2-5192					
		DL	CH 1-4530	4000	5,1a	.60	1.20	R T G TPA
		EA	4-4524	200	9,19,7, 10,52	"	"	" " " "
		NA	GA 2-0709	5000	9,10,23,52	"	"	" " " "
		RD	GA 5-2696	6000	1,2	"	"	" " " "
OSHKOSH, WISC.	OSH	AIRX	BE 5-9440					
		MO	BE 5-3105	200	3,9	.70	1.35	Rc Tc
OSSINING, N.Y.		NY	ME 1-0056	200	20	No Service		LGA
OTIS A.F.B., MASS.			.....	See Hyannis, Mass.				
OTTAWA, ONT.	YOW	AIRX	CE 2-7371					
		EA	RE 3-5430	200	19	1.00	2.00	Rc Tc AC
		TC	CE 2-9611	300	22,57	.50	1.00	" " "
OTTUMWA, IA.	OTM	AIRX	MU 2-1824					
		OZ	MU 2-1660	200	3,54	.80	1.60	R T PIA
OWENSBORO, KY.	OWB	AIRX	MU 3-1077					
		EA	MU 3-1585	200	19	.50	1.50	Rc Tc SDF
		OZ	MU 4-2976	200	3,54	"	"	" " "
OXNARD, CALIF.	OXR	AIRX	WO 5-6607					
		PC	HU 3-4614	200	19,54	No Service		Rc Tc LAX
PADUCAH, KY.	PUK	AIRX	2-1676					
		DL	2172	200	9	.55	1.85	Rc Tc EVV
		OZ	3-6238	200	3,54	"	"	" " "
PAGE, ARIZ.	PGA	AIRX	.....					
		HL	MI 5-2404	200	54	...	....	.....
PALATKA, FLA.	PLK	AIRX						
		RD	.....	6000	1	Demand Service		
PALMDALE, CALIF.	PMD	AIRX	WI 7-3392					
		PC	.....	See Lancaster, Calif.				
PALM SPRINGS-INDIO, CALIF.	PSP	AIRX	FA 5-2636					
		HL	32-55053	200	54	No Service		Rc Tc SAN
		WA	FA 5-2709	200	6	"	"	" " "
PANAMA CITY, FLA.	PFN	AIRX	SU 5-4221					
		NA	PO 3-9087	200	9	.80	1.10	R Tc G C
		SO	SU 5-6166	100	3	"	"	" " " "
PANTEX ORDANCE PLANT, TEX.			.....	See Amarillo, Tex.				
PARIS, TEX.	PRX	AIRX	SU 4-3595					
		CN	SU 4-8535	200	3	.60	1.35	Rc T DAL
PARIS, TENN.	PHT	AIRX	.....					
		SO	3300	100	3	.75	1.50	BNA
PARKERSBURG, W.VA.	PKB	AIRX	GA 2-7695					
		AL	HU 5-4541	200	3,19	.60	1.60	Rc Tc PIT
		LC	HU 5-5542	150	3,9	"	"	" " "
		PI	GA 8-6787	100	3	"	"	" " "
PARSONS, KAN.		AIRX	.....					
		CN	.....	...	.....	No Service		.....
PASCAGOULA, MISS.		AIRX	.....					
		SO	.....	...	.....	No Service		.....
PASCO, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	150	3,54	.55	1.60	Rc Tc GEG
PASO ROBLES, CALIF.	PRB	AIRX	68					
		PC	1700	200	19,54	...	....	Rc Tc LAX
PATTERSON, N.J.	PNJ	AIRX	MU 4-4310					
		NY	.....	200	20	No Service		LGA
PAYETTE, IDA.	PYO	AIRX	.....					
		WC	TU 9-5632	See Ontario, Ore.				
PECOS, TEX.	PEQ	AIRX	HI 5-2781					
		TT	HI 5-2738	150	3	No Service		Rc T ELP
PELLSTON, MICH.	PLN	AIRX	.....					
		NO	LE 9-8484	200	9	.35	.75	Rc C
PENDLETON, ORE.	PDT	AIRX	CR 6-4651					
		UA	CR 6-7211	400	9,5,10	.45	.95	Rc T GEG
		WC	CR 6-2461	150	3	"	"	" " "
PENSACOLA, FLA.	PNS	AIRX	HE 2-5166					
		EA	HE 2-2314	200	9,7,19	.50	.95	Rc T G C
		NA	HE 2-5152	400	9	"	"	" " " "
PENTICTON, B.C.	YYF	CP	2947	200	9	.25	.60	Rc Tc C
PEORIA, ILL.	PIA	AIRX	4-9236					
		AA	7-3555	250	9	.50	1.45	Rc T C
		OZ	7-3548	200	3,54	"	"	" " "
PERRIN A.F.B., TEX.			.....	See Sherman, Tex.				
PERU, IND.	OKK	AIRX	GR 3-7151					
		LC	FI 9-2669	See Kokomo, Ind.				
PETOSKEY, MICH.		NO	DI 7-2923	See Pellston, Mich.				.....
PHELPS COLLINS BASE, MICH.			.....	See Pellston, Mich.				
PHILADELPHIA, PA.	PHL	AIRX	SA 6-8090					
		AA	SA 7-7977	6000	9,5,15, 52,10,50	.65	1.70	R T G C
		AL	SA 9-6650	200	3,19	"	"	" " " "
		DL	SA 7-9912	6000	10,1a,55	"	"	" " " "
		EA	SA 9-2115	200	10,7,19, 52,53b	"	"	" " " "
		FT	SA 6-7100	10000	Served through New York/Newark			
		NA	SA 6-2235	4000	5,6,23,52	.65	1.70	R T G C
		NE	SA 4-0310	200	6,22,55	"	"	" " " "
		PAA	LO 8-1360	1100	50,53	"	"	" " " "
		RD	SA 6-9133	6000	1,2,15	"	"	" " " "
		TW	LO 8-3230	7500	8,7,50, 23,55	"	"	" " " "
		UA	SA 7-9234	6000	5,6,10,3, 15,53,22	"	"	" " " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
PHILIPSBURG, PA.	PSB	AIRX	DI 2-3510					
		AL	DI 2-1670	200	3,19	.80	1.80	Rc PHL
PHOENIX, ARIZ.	PHX	AIRX	BR 5-0351					
		AA	AL 8-6761	600	3,10,50c	.55	1.40	Rc Tc G DUG
		BL	BR 5-4502	200	54	"	"	" " " "
		CO	273-1331	500	10,22,50	"	"	" " " "
		FL	BR 5-7521	200	3,9	"	"	" " " "
		TW	BR 5-3487	400	8,7,55	"	"	" " " "
		WA	BR 5-6271	200	52	"	"	" " " "
PICATINNY ARSENAL, N. J.			.....	See Newark, N. J.				
PIERRE, S. D.	PIR	AIRX	CA 4-4801					
		NO	224-5846	200	3	No Service		Rc Tc CMA
		WA	CA 4-7372	200	6	"	"	" " "
PINE BLUFF, ARK.	PBF	AIRX	JE 4-0031					
		TT	JE 8612	150	3	.55	1.10	Rc MEM
PINEHURST, N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	...	.....	1.00	1.00	.....
PITTSBURG, KAN.	PTS	AIRX	AD 1-1240					
		OZ	3600	200	3,54	No Service		Rc
PITTSBURGH, PA.	PIT	AIRX	SP 1-2442					
		AA	SP 1-2255	200	5	.80	1.55	R T G C
		AL	SP 1-3514	200	3,19	"	"	" " " "
		EA	SP 1-3100	200	9,7,19,10	"	"	" " " "
		LC	SP 1-4938	150	3	"	"	" " " "
		NW	SP 1-1000	200	6,52	"	"	" " " "
		TW	EX 1-3240	400	8,7,50, 55	"	"	" " " "
		UA	FE 1-6137	400	10,53,6,4, 8,22,5, 50c,56	"	"	" " " "
PITTSFIELD, MASS.	PSF	AIRX	HI 2-6921					
		MO	2-8635	100	3	.80	1.30	Rc Tc BDL
		NE	HI 7-9857	200	3	"	"	" " "
PLAINVIEW, TEX.	PVW	AIRX	CA 4-2392					
		CN	CA 4-7829	200	3	.40	.85	DAL
PLATTSBURG, N. Y.	PLB	AIRX	JO 3-0610					
		EA	1983	200	19	.55	1.10	Rc Tc MAL
POCATELLO, IDA.	PIH	AIRX	CE 2-2891					
		WA	CE 2-8756	200	6	.55	1.15	Rc Tc G GTF
		WC	CE 2-3584	150	3	"	"	" " " "
POMONA, CALIF. (12)	JPO	AIRX	NA 2-1524					
		LX	NA 9-7066	200	20	...	....	LAX
PONCA CITY, OKLA.	PNC	AIRX	RO 5-70171					
		CN	RO 2-1611	200	3	No Service		Rc T MKC
PONTIAC, MICH.	PTK	AIRX	FE 4-7166					
		NO	OR 4-0487	200	9	No Service		Rc Tc YIP
POPE A.F.B., N. C.			.....	See Fayetteville, N. C.				
PORT ANGELES, WASH.	CLM	AIRX	GL 7-6631					
		WO	GL 7-3101	150	3	No Service		Rc T C
PORT ARTHUR, ONT.	YQT	TC	MA 2-0641	...	22	.50	1.00	Rc Tc C
		NO	See Fort William, Ont.					
PORT ARTHUR, TEX.	BPT	AIRX	2-4331					
		DL	YU 2-4321	300	9	.55	1.50	Rc T C
		EA	YU 3-3317	200	9,10	"	"	" " "
		TT	TA 2-3421	...	.....	"	"	" " "
PORT HURON, MICH.	PHN	AIRX	YU 4-4134					
		NO	EM 4-6666	200	3	No Service		Rc Tc YIP
POINT MUGU N.A.S., CALIF.			.....	See Los Angeles, Calif.				
PORTLAND, ME.	PWM	AIRX	SP 4-5791					
		NE	SP 4-3941	200	3,6,22	.60	1.35	
PORTLAND, ORE.	PDX	AIRX	CA 8-8411					
		AS	AT 8-5073	1000	4,6	.65	1.50	R T G C
		FT	AT 1-1158	10000	1	"	"	" " " "
		NW	AT 8-5811	300	6,52,50c	"	"	" " " "
		PAA	CA 7-6675	1100	50,53	"	"	" " " "
		PC	AT 8-6101	200	19,54	"	"	" " " "
		PN	AT 8-5043	...	3,4,8	"	"	" " " "
		UA	AT 7-2411	6000	9,6,10,5 53,50c,15	"	"	" " " "
		WA	AT 4-5656	200	52,50c	"	"	" " " "
		WC	AT 8-5551	150	3	"	"	" " " "
PORTSMOUTH, OHIO	PMH	AIRX	EL 3-4186					
		LC	EL 9-6321	150	3	.80	1.60	.....
POUGHKEEPSIE, N.Y.	POU	AIRX	GR 1-2800					
		MO	GR 1-3900	100	3	No Service		Rc Tc ALB
POWELL, WYO.	POY	AIRX	SK 4-4151					
		FL	SK 4-4222	200	3	No Service		Rc Tc GTF
PRESCOTT, ARIZ.	PRC	AIRX	26					
		BL	HI 5-2812	200	54	.65	1.20	Rc Tc DUG
		FL	HI 5-2100	200	3	"	"	" " "
PRESQUE ISLE, ME.	PQI	AIRX	6-811					
		NE	PO 4-6931	200	3,6	No Service		R T HUL
PRINCE GEORGE, B.C.	YXS	CP	.....	200	3,6,9	...	....	Rc Tc C
PRINCE RUPERT, B.C.	YPR	CP	3213	200	.....	No Service		Rc C
PRINCETON, W.VA.	BLF	AIRX	DA 7-9217					
		PI	EN 0500	100	3	No Service		Rc INT
PROVIDENCE, R.I.	PVD	AIRX	DE 1-0140					
		AL	RE 9-3100	200	9,19	.50	1.50	R T C
		EA	RE 7-9616	200	10,7,52	"	"	" " "
		FT	EL 1-8500	Served through Boston, Mass.				
		NA	RE 9-1405	200	5	.50	1.50	R T C
		UA	TE 1-6950	400	10	"	"	" " "
PUEBLO, COLO.	PUB	AIRX	LI 4-0037					
		CN	.....	...	.....	.55	1.25	Rc T G DEN
		CO	WH 8-3316	200	3,22	"	"	" " " "
		FL	WH 8-3323	200	3	"	"	" " " "
PULLMAN, WASH.	PUW	AIRX	LO 8-5901					
		WC	LO 7-3761	150	3	.55	1.60	Rc Tc CEC
QUANTICO MARINE CORPS SCHOOL, VA.				See Washington, D. C.				
QUEBEC CITY, QUE.	YQB	TC	MU 3-3685	600	22	.75	1.00	Rc Tc C
QUESNEL, B.C.	YQZ	CP	60	200	3	No Service		Rc Tc
QUINCY, ILL.	UIN	AIRX	BA 2-0123					
		OZ	BA 2-3442	200	3,54	.75	1.75	Rc Tc STL
RADFORD ARSENAL, VA.			.....	See Roanoke, Va.				
RALEIGH, N.C.	RDU	AIRX	VA 8-4421					
		EA	TE 2-7380	200	19,7,9,52	.70	1.50	Rc T G C
		FI	VA 8-5721	100	3	"	"	" " " "
		UA	TE 2-3876	400	22	"	"	" " " "
RAPID CITY, S. D.	RAP	AIRX	FI 2-0150					
		FL	FI 3-6361	200	3,9	1.05	1.10	Rc Tc DEN
		NO	343-5544	200	3	"	"	" " "
		WA	FI 2-7110	200	6	"	"	" " "
RANDOLPH A.F.B., TEX.			.....	See San Antonio, Tex.				
RARITAN ARSENAL, N.J.			.....	See Newark, N. J.				
RAVENNA ARSENAL, OHIO			.....	See Akron, Ohio				
RAWLINGS, WYO.	RWL	AIRX	EA 4-3362					
		FL	EA 4-4571	200	3	No Service		Rc Tc DEN
READING, PA.	RDG	AIRX	FR 4-1191					
		AL	FR 4-4508	200	3,19	.45	1.35	R Tc PHL
		EA	FR 5-8565	200	19	"	"	" " "
		TW	FR 6-7353	250	8	"	"	" " "
RED BLUFF, CALIF.	RBL	AIRX	LA 7-4601					
		PC	LA 7-1701	200	3	No Service		Rc Tc ACV
REDDING, CALIF.	RDD	AIRX	CH 1-3613					
		PC	CH 3-1211	200	3,54	.80	1.60	Rc Tc ACV
REDMOND, ORE.	RDM	AIRX	LI 8-2217					
		WC	LI 8-2976	See Bend, Ore.				
REED CITY, MICH.	RCT	AIRX	.....					
		NO	TE 2-4361	200	9	No Service		Rc Tc
REESE A.F.B., TEX.			.....	See Lubbock, Tex.				
REGINA, SASK.	YQR	TC	LA 2-9622	500	22,57	.50	1.00	Rc Tc C
		NO	LA 7-8255	200	3	"	"	" " "
RENO, NEV.	RNO	AIRX	FA 9-0466					
		BL	FA 9-0001	200	54	.50	1.25	Rc Tc G SFO
		UA	FA 9-1020	400	9,5,10,6	"	"	" " " "
		WA	FA 3-1801	200	6	"	"	" " " "
RHINELANDER, WISC.	RHI	AIRX	FO 2-2321					
		NO	FO 2-6316	200	3	No Service		Rc Tc
RICHLAND, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	See Pasco, Wash.				
RICHMOND, IND.	RID	AIRX	2-2421					
		LC	4-1121	150	3	.75	1.50	.....
RICHMOND QUARTERMASTER DEPOT, VA.				See Richmond, Va.				
RICHMOND, VA.	RIC	AIRX	EL 8-2301					
		EA	FA 4109	200	19,7,10, 52	.80	1.50	R T C
		MA	RE 7-4186	200	9,6	"	"	" " "
		PI	RE 7-4101	100	3	"	"	" " "
		UA	RE 7-4117	200	10,22,5	"	"	" " "
RIMOUSKI, P.Q.	YRW	QBA	.....	400	3	...	....	.....
RIO VISTA DEPOT ACTIVITY, CALIF.			.....	See Sacramento, Calif.				
RIVERBANK ORDANCE PLANT, CALIF.			.....	See Modesto, Calif.				
RIVERSIDE, CALIF.	JRD	AIRX	.....					
		BL	OV 8-6221	200	54	No Service		Rc LAX
RIVERTON, WYO.	RIW	AIRX	UL 6-9660					
		FL	UL 6-9226	200	3,9	No Service		Rc Tc DEN
ROANOKE, VA.	ROA	AIRX	DI 4-4962					
		AA	EM 6-3455	200	9	.45	1.00	R T G RIC
		EA	EM 6-7664	200	19,9	"	"	" " " "
		PI	EM 6-0381	100	19	"	"	" " " "
ROCHESTER, MINN.	RST	AIRX	AT 2-2706					
		BN	AT 9-4591	200	9	.55	1.25	Rc T G C
		NW	AT 2-1709	2000	6,10,52, 15	"	"	" " " "
		OZ	3333	200	3,54	"	"	" " " "
ROCHESTER, N.Y.	ROC	AIRX	LO 2-9400					
		AA	FA 8-4040	500	5,9,10,52	.55	1.25	R Tc G AC
		FT	BA 5-1473	Served through Buffalo, N. Y.				
		MO	FA 8-1550	200	9,3	.55	1.25	R Tc G AC
		UA	BE 5-8524	400	3,22,5,6	"	"	" " " "
ROCKFORD, ILL.	RFD	AIRX	WO 3-0471					
		OZ	5-0661	200	3,54	.75	1.75	.....
ROCKLAND, ME.	RKD	AIRX	LY 4-4341					
		NE	LY 4-4424	200	3	No Service		Rc C
ROCK ISLAND ARSENAL, ILL.			.....	See Moline, Ill.				
ROCK SPRINGS, WYO.	RKS	AIRX	EM 2-3581					
		FL	EM 2-5522	200	3	.55	1.10	Rc Tc DEN
ROCKY MOUNT, N.C.	RMT	AIRX	2-2128					
		PI	GI 2-7475	100	3	.55	1.60	Rc Tc RDU
ROME, GA.	RMG	AIRX	6628					
		EA	2-1521	200	19	.45	1.10	Rc T ATL
ROME, N.Y.	UCA	AIRX	RA 4-3141					
		MO	FF 7-7000	See Utica, N. Y.				
ROSEBURG, ORE.	RBG	AIRX	OR 3-4515					
		WC	OR 3-3231	150	3	No Service		R T OTH
ROSWELL, N.M.	ROW	AIRX	MA 2-9160					
		CO	MA 2-7432	200	3	.35	.75	Rc Tc ELP

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ROSS BAY, LAB.	YRF	QBA	.....	400	3	...	....	.....
ROUYN, QUE.	YUY	TC	RO 2-2222	200	22	.75	1.00	Rc Tc C
RUPERT, IDA.		AIRX	HE 6-3491					
		WC	OR 8-7402	150	3	No Service		R T GTF
RUTHERFORD, N.J.	RTF	AIRX	PR 7-2016					
		NY	.....	200	20	No Service		LGA
RUTLAND, VT.	RUT	AIRX	PR 3-8688					
		EA	PR 3-6990	200	19	.65	1.10	Rc Tc RUT
SACRAMENTO, CALIF.	SAC	AIRX	GI 1-1235					
		PC	GA 6-7200	200	19,3,54	.60	1.35	R Tc G SFO
		UA	GA 1-1000	400	9,5,10	"	"	" " " "
		WC	GA 1-2440	150	54	"	"	" " " "
SAFFORD, ARIZ.	SAD	AIRX	DA 563					
		FL	1004	200	3	No Service		Rc DUG
SAGINAW, MICH.	MBS	AIRX	PL 2-3175					
		NO	CX 5-4091	200	3,9	.75	1.55	Rc Tc C
		UA	CX 5-6371	400	22,6	"	"	" " "
SAGUENAY, QUE.	YBG	TC	LI 3-7788	250	22	No Service		.....
SAINT JOHN, N.B.	YSJ	TC	CX 3-1231	500	22,13	.50	1.00	Rc Tc C
ST. ALBANS A.F.S., VT.			.....	See Burlington, Vt.				
ST. JOHN'S N'FLD.	YYT	TC	7011	1000	22,37	.50	1.00	Rc Tc C
		MAR	.....	500	3,1,4	...	....	R T A
ST. JOSPEH, MO.	STJ	AIRX	AD 4-1677					
		FL	AD 4-7919	200	3,9	.55	1.35	Rc Tc C
ST. JOSEPH, MICH.		NO	WA 7-3118	...	.....	No Service		.....
ST. LOUIS, MO.	STL	AIRX	PE 1-2266					
		AA	PE 1-5006	7000	9,5,10,15,52,50c	.75	1.65	R T G C
		BN	PE 1-2243	200	9,22	"	"	" " " "
		CN	PE 1-2231	200	3	"	"	" " " "
		DL	PE 1-2194	6000	9,5,10,1a, 55	"	"	" " " "
		EA	PE 1-0510	200	9,19,10,52,7	"	"	" " " "
		OZ	PE 1-0990	200	3,54	"	"	" " " "
		TW	OE 6-4800	7500	8,7,50,23,55	"	"	" " " "
ST. PAUL, MINN.	MSP	AIRX	CA 2-7751	See Minneapolis, Minn.				
ST. PETERSBURG, FLA.		AIRX	ST 7-4346					
	PIE	EA	HE 5-2121	200	7,9,10	.75	1.50	R Tc G AC
		DL	HE 6-7754	300	5	"	"	" " " "
		NA	HE 5-2161	200	9,52	"	"	" " " "
		NE	TA 7-8492	Served through Tampa, Fla.				
		NW	HE 6-9181	200	52	.75	1.50	" " " "
		RD	RE 6-1351	6000	1	"	"	" " " "
		TC	5-7611	Served through Tampa, Fla.				
		TW	OR 1-6111	Served through Tampa, Fla.				
		UA	RE 6-5109	Served through Tampa, Fla.				
SALEM COAST GUARD AIR STATION, MASS.				See Boston, Mass.				
SALEM, ORE.	SLE	AIRX	EM 3-4464					
		UA	EM 2-2441	300	9	.55	1.10	Rc T G PDX
		WC	JU 1-2448	150	3	"	"	" " " "
SALINA, KAN.	SLN	AIRX	TA 7-0109					
SALINAS, CALIF.	SNS	AIRX	HA 4-5476					
		UA	HA 4-7686	200	9	.65	1.25	R T SFO
SALISBURY, MD.	SBY	AIRX	PI 9-4411					
		AL	PI 9-3158	200	3	.50	2.10	Rc T
SALT LAKE CITY, UTAH		AIRX	EL 5-1771					
	SLC	BL	DA 8-8656	200	54	.40	1.10	R Tc G DEN
		FL	EM 3-6796	200	3,9	"	"	" " " "
		FT	.....	...	.....	"	"	" " " "
		UA	DA 8-8044	6000	9,5,6,10,15,50c	"	"	" " " "
		WA	EM 4-1471	200	6,52,50,50c	"	"	" " " "
		WC	DA 8-0576	150	3,54	"	"	" " " "
SAN ANGELO, TEX.	SJT	AIRX	2-1696					
		CO	7196	200	3,22	.50	1.10	Rc Tc SAT
		TT	8193	150	3	"	"	" " "
SAN ANTONIO, TEX.	SAT	AIRX	TA 2-3891					
		AA	TA 4-1401	6000	5,15,10,50c,52,9,50,50c	.55	1.10	R T G C
		BN	TA 2-3351	500		"	"	" " " "
		CMA	CA 5-6303	...	4,3	...	....	" " " "
		CO	TA 4-5309	400	10,5,6,50,22	.55	1.10	" " " "
		EA	TA 6-3230	200	9,10,52,53b	"	"	" " " "
		TT	TA 6-6301	150	3	"	"	" " " "
SAN BENITO, TEX.	HRL	AIRX	EX 9-1881					
		TT	GA 3-4200	150	3	No Service		Rc DAL
SAN BERNARDINO, CALIF.		AIRX	TU 4-4131					
	ONT	LX(E)	TU 9-4000	200	20	...	....	Rc LAX
		WA	YU 6-1119	200	6	No Service		" "
SAN DIEGO, CALIF.	SAN	AIRX	BE 3-7238					
		AA	CY 6-6128	6000 10000	5,10,50c via LAX	.65	1.50	Rc T G AC
		BL	CY 6-6144	200	54	"	"	" " " "
		DL	CY 7-3735	250	10	"	"	" " " "
		FT	CY 6-6273	6000	Served through Burbank, Calif.			
		NA	CY 8-3657	200	52	.65	1.50	Rc T G AC
		UA	BE 4-7171	400	9,5,10,53,50c	"	"	" " " "
		WA	CY 8-8861	200	6,52	"	"	" " " "
SANDSPIT, B.C.	YEP	CP	.....	200	3	No Service		.....
SAN FRANCISCO, CALIF.		AIRX	EX 2-3100					
	SFO	AA	YU 2-4620	6000	5,10,15,50,50c	.90	1.75	R T G AC
		DL	PO 1-1727	...	54	"	"	" " " "
		FT	PL 5-9405	10000	1,15,23	"	"	" " " "
		JL	JU 3-3612	13000	6	...	....	" " " "
		NA	JU 3-2707	200	52	.90	1.75	" " " "
		PAA	EX 7-1414	5500	15,50,53	"	"	" " " "
		PC	PL 5-9200	200	3,19,54	"	"	" " " "
		TW	YU 2-5800	7500	8,7,50,23,55	"	"	" " " "
		UA	JU 8-2424	6000	9,15,6,10,53,50c,5	"	"	" " " "
		WA	JU 9-4740	200	6,52,50,50c	"	"	" " " "
		WC	PL 6-8555	150	54	"	"	" " " "
SAN JOSE, CALIF.	SJC	AIRX	CY 2-0434					
		PC	CY 5-5408	200	3,19,54	1.10	2.20	Rc Tc SFO
SAN JUAN, P.R.	SJU	DL	9-0045	200	9	.65	1.35	R AC
		AVIANCA	.....	...	7	...	....	.....
		CBA	9-0330	1200	3	No Service		T AC
		EA	9-0020	6000	10,6,23,53b,7	.65	1.35	Rc Tc AC
		PAA	3-8000	5500	2,6,50,53	.60	1.50	T AC
		RD	9-0360	10000	1,2,15	...	....	" " "
		TRC	9-0037	4000	4,6,2	...	....	" " "
SAN LUIS OBISPO, CALIF.		AIRX	613-8334					
	PRB	PC	EN 1-1513	...	.....	No Service		.....
SANTA ANA, CALIF.	SNA	AIRX	KI 2-1269					
		BL	KI 5-1146	200	54	.70	1.60	Rc Tc LAX
		LX(E)	KE 5-2633	200	20	...	....	" " "
SANTA BARBARA, CALIF.		AIRX	WO 5-6607					
	SBA	PC	WO 8-5121	Freight Service suspended				
		UA	WO 7-1255	200	9	.70	1.45	R T LAX
SANTE FE, N.M.	SAF	AIRX	3-6451					
		CO	YU 3-6397	200	3,22	1.05	1.10	Rc Tc G ELP
SANTA MARIA, CALIF.	SMX	AIRX	WA 5-5500					
		PC	WA 5-8835	200	3,19,54	.55	1.10	Rc Tc LAX
SANTA MONICA, CALIF.	SMO	LX(E)	EX 3-8287	200	20	...	....	Rc LAX
SANTA ROSA, CALIF.	STS	AIRX	LI 6-1882					
		PC	LI 2-7095	200	3,19	No Service		Rc Tc SFO
SARANAC LAKE, N.Y.	SLK	AIRX	SL 189					
		EA	2052	200	19	.65	1.25	Rc Tc MAL
SARATOGA SPRINGS A.F.S., N. Y.			.....	See Albany, N. Y.				
SARASOTA, FLA.	SRQ	AIRX	RI 6-3565					
		NA	EL 5-6447	200	9,52	.50	1.00	R Tc TPA
		RD	.....	...	Demand Service			
		EA	355-5179	200	7,9,19,52	.50	1.00	" " "
SASKATOON, SASK.	YXE	TC	8224	400	22	.50	1.00	Rc Tc C
SAULT STE.MARIE, MICH.		AIRX	ME 2-8461					
	INR	NO	GY 5-2215	200	3,9	.50	1.00	Rc Tc G AC
SAULT STE.MARIE, ONT.	TC		AL 5-5666	200	22	.35	1.00	Rc Tc C
SAVANNAH, GA.	SAV	AIRX	AD 2-1125					
		DL	AD 3-2067	300	9	.75	1.50	R T G C
		EA	AD 3-6651	200	19	"	"	" " " "
		NA	AD 6-8234	200	9,6	"	"	" " " "
SCOTT A.F.B., ILL.			.....	See St. Louis, Mo.				
SCOTTSBLUFF, NEB.	HFF	AIRX	ME 2-2516					
		FL	ME 5-2067	200	3,9	.55	1.10	Rc Tc DEN
SCHEFFERVILLE, P.Q.	YKL	QBA	.....	400	3	...	....	.....
SCRANTON, PA.	AVP	AIRX	DI 7-2083	See Wilkes-Barre, Pa.				
SEAL BEACH AMMUNITION DEPOT, CALIF.				See Long Beach, Calif.				
SEATTLE, WASH.	SEA	AIRX	CH 2-4241					
(Seattle-Tacoma)		AS	CH 2-0600	1000	4,6	.60	1.65	Rc Tc G AC
		NW	CH 3-4500	2000	6,10,52,53b,15,50c	"	"	" " " "
		PAA	MA 4-2121	1100	6,50,53	"	"	" " " "
		PN	CH 3-1079	...	4,8,16	"	"	" " " "
		TC	CH 2211	300	22	"	"	" " " "
		UA	CH 4-4000	6000	9,6,10,15,53,50c,5	"	"	" " " "
		WA	CH 3-5800	200	52,50c	"	"	" " " "
		JL		6000	53b	"	"	" " " "
(Boeing Field)		FT	PA 3-5916	10000	1	"	"	" " " "
		WC	PA 5-5500	150	3,54	"	"	" " " "
SELMA, FLA.	SES	AIRX	TR 4-8101					
		DL	4-7581	200	3	.50	1.00	Rc Tc ATL
SENECA ORDANCE DEPOT, N. Y.			.....	See Ithaca, N. Y.				
SEVEN ISLANDS, QUE.	YZV	TC	.....	600	22	.65	1.00	Rc Tc C
SHARPE GENERAL DEPOT, CALIF.			.....	See Stockton, Calif.				
SHAW A.F.B., S.C.			.....	See Columbia, S. C.				
SHEFFIELD, ALA.	MSL	AIRX	EV 3-6414					
		EA	EV 3-5521	200	9	.65	1.60	Rc T BHM
		SO	EV 3-4581	200	3	"	"	" " "
SHELBYVILLE, TENN.	THA	AIRX	MU 4-7732					
		SO	GL 5-5945	See Tullahoma, Tenn.				
SHEPPARD A.F.B., TEX.			.....	See Wichita Falls, Tex.				
SHERIDAN, WYO.	SHR	AIRX	OR 4-4571					
		WA	OR 4-2424	200	6	.50	1.00	Rc Tc GTF
SHERMAN, TEX.	SWI	AIRX	TW 2-6943					
		CN	TW 2-4328	200	3	No Service		Rc Tc DAL

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
SHREVEPORT, LA.	SHV	AIRX	3-4371					
		BN	ME 1-7451	200	9,5	.65	1.35	Rc T DAL
		DL	6-1831	3000	9,8,19	"	"	" " "
		TT	6-4571	150	3	"	"	" " "
SIDNEY, MONT.	SDY	AIRX	59					
		FL	838	200	3	No Service		Rc T GTF
SIDNEY, NEB.	SNY	AIRX	3025					
		FL	3542	200	3	No Service		DEN
SIERRA ORDANCE DEPOT, CALIF.		.....	See Reno, Nev.					
SILVER CITY, N. M.	SVC	AIRX	538-9481					
		FL	538-3021	200	3	No Service		Rc T DUG
SILVER SPRING, MD. NAVAL ORDANCE LAB.			See Washington, D. C.					
SIOUX ORDANCE DEPOT, NEB.		.....	See Sidney, Neb.					
SIOUX CITY, IA.	SUX	AIRX	5-7651					
		BN	8-5553	200	9	.45	.95	x Tc OMA
		NO	8-0591	200	3	"	"	" " "
		OZ	5-6308	200	3,54	"	"	" " "
SIOUX FALLS, S.D.	FSD	AIRX	4-4067					
		BN	4-6051	200	9	.55	1.10	Rc Tc G MSP
		NO	ED 4-9943	200	3	"	"	" " " "
		WA	ED 4-4994	200	6	"	"	" " " "
SMITHERS, B.C.	YYD	CP	.....	200	1,3,6,9	...	....	.....
SOUTH BEND, IND.	SBN	AIRX	AT 9-2441					
		FL	AT 8-4441	Served through Chicago, Ill.				
		LC	CE 3-5181	150	3	.55	1.30	R T CHI
		NO	CE 2-2067	200	3,9	"	"	" " "
		TW	CE 2-1414	250	8	"	"	" " "
		UA	CE 2-4811	400	6,5	"	"	" " "
SOUTH WEYMOUTH N.A.S., MASS.		.....	See Boston, Mass.					
SOUTHERN PINES, N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	100	3	1.00	1.00	Rc Tc RDU
SPARTANBURG, S.C.	SPA	AIRX	7591					
		DL	7131	200	9	.45	1.10	R T ATL
		EA	3-6326	200	19,9	"	"	" " "
		SO	583-5532	100	3	"	"	" " "
SPOKANE, WASH.	GEG	AIRX	ME 4-1261					
		NW	MA 4-3213	200	6,50c,52	.60	1.75	R T G C
		UA	TE 8-8222	300	9,10	"	"	" " " "
		WC	RI 7-2255	150	3,54	"	"	" " " "
SPRINGFIELD, ILL.	SPI	AIRX	SP 4-4821					
		AA	8-3464	250	9	.40	1.10	Rc T G C
		OZ	8-9677	200	3,54	"	"	" " " "
SPRINGFIELD, MASS.	BDL	AIRX	RE 6-0331			.65	1.40	
(Bradley Field)		AL	ST 8-0959	Served through Hartford, Conn.				
		AA	RE 7-3774	Served through Hartford, Conn.				
		EA	RE 2-6275	Served through Hartford, Conn.				
		FT	RE 4-5675	Served through Hartford, Conn.				
		NE	NA 3-4418	Served through Hartford, Conn.				
		TW	RE 7-4384	Served through Hartford, Conn.				
(Barnes Field)								
		UA	RE 9-3851	4000	5,9,10,15	.65	1.25	R Tc
		MO	RE 7-0107	200	3	"	"	" " C
SPRINGFIELD, MO.	SGF	AIRX	UN 2-5522					
		AA	4-1871	250	9	.60	1.45	R Tc G MKC
		DL	4-7353	200	9	"	"	" " " "
		OZ	4-6861	200	3,54	"	"	" " " "
SPRINGFIELD, OHIO	SGH	AIRX	FA 3-3791					
		LC	EN 5-6408	See Dayton, Ohio				
STAMFORD, CONN.	SCC	AIRX	DA 3-1138					
		NY	DA 3-8785	200	20	No Service		LGA
STATE COLLEGE, PA.	PSB	AIRX	EL 5-2030					
		AL	DI 2-1670	See Philipsburg, Pa.				
STAUNTON, VA.	SHD	AIRX	TU 6-7064					
		PI	EN 276	100	3	.75	1.50	Rc Tc DCA
STEPHENVILLE, N'FLD.	YJT	TC	5132	1000	22	.35	.75	Rc Tc AC
		MAR	3-2144	500	3,1,4	...	....	R T A
STERLING, COLO.	STK	AIRX	LA 2-0324					
		FL	LA 2-5445	200	3	...	....	.....
STEVENS POINT, WISC.	STE	AIRX	DI 4-5410					
		NO	DI 4-2233	200	3	No Service		Rc Tc
STILLWATER, OKLA.	SWO	AIRX	FR 2-8668					
		CN	FR 2-2647	200	3	No Service		Rc Tc DAL
STOCKTON, CALIF.	SCK	AIRX	HO 6-8995					
		PC	HO 6-2361	200	3	.80	1.85	Rc Tc G SFO
		UA	HO 6-9755	300	9	"	"	" " " "
STUART, FLA.	SUA	AIRX	.....					
		RD	933	6000	Demand Service			
STUTTGART, ARK.	SGT	AIRX	WA 3-5231					
		TT	WA 2-6200	150	3	No Service		Rc Tc MEM
SUDBURG, ONT.	YSB	TC	OS 4-4248	400	22	.50	1.00	Rc Tc C
SUNFLOWER ORDANCE WORKS, KA.		.....	See Kansas City, Mo.					
SUN VALLEY, IDA.	SUN	AIRX	3932					
		WC	340	150	See Hailey, Ida.			
SUPERIOR, WISC.	DLH	AIRX	EX 4-4743					
		NO	EX 2-4755	See Duluth, Minn.				
SWIFT CURRENT, SASK.	YYN	TC	2945	200	3	.70	.75	Rc Tc C
SYDNEY, N.C.	YQY	TC	4546	1000	13,22	.50	1.00	Rc Tc C
SYRACUSE, N.Y.	SYR	AIRX	GL 4-0311					
		AA	GL 4-2423	500	9,5,10,52	.50	1.35	Rc Tc G C
		EA	GR 1-2141	200	7,19,10	"	"	" " " "
		MO	HA 2-1121	200	9,3	"	"	" " " "
TACOMA, WASH.	SEA	AIRX	MA 7-3191					
		WA	BR 2-5188	200	50c,52	.65	1.75	Rc Tc AC
		NW	FU 3-4316	See Seattle, Wash.				
TALLAHASSEE, FLA.	TLH	AIRX	2-8289					
		EA	3-3802	200	19,9	.50	1.50	R T G PFN
		NA	2-4410	200	9	"	"	" " " "
TAMPA, FLA.	TPA	AIRX	2-8355					
		ASA	HE 5-2151	...	1	...	....	R T G AC
		EA	HE 6-2461	200	7,19,9,52, 10,53b	.75	1.50	" " " "
		DL	HE 7-5154	350	10,53a	"	"	" " " "
		NA	HE 6-9833	6000	9,5,52,23 6,10,53	"	"	" " " "
		NE	HE 6-2987	200	6,55	"	"	" " " "
		NW	HE 6-5151	200	52	"	"	" " " "
		RD	HE 6-1351	6000	1	"	"	" " " "
		TC	EN 5-7611	350	7	"	"	" " " "
		TW	HE 6-4108	250	7	"	"	" " " "
		UA	HE 6-5109	400	5,6	"	"	" " " "
TEMPLE, TEX.	TPL	AIRX	PR 3-2016					
		CO	PR 3-5222	200	3	.55	1.35	Rc Tc G SAT
TERRACE, B.C.	YXT	CP	152	200	3	.25	.60	Rc
TERRE HAUTE, IND.	HUF	AIRX	C-2396					
		LC	L-6159	150	3	.65	1.35	R Tc EVV
		TW	LI 1234	150	8	"	"	" " "
TETERBORO, N.J.	TEB	AIRX	PR 7-2016					
		NY	.....	200	19	No Service		LGA
TEXARKANA, ARK.	TXK	AIRX	2-6012					
		TT	2-4517	150	3	.55	1.25	Rc Tc DAL
		BN	2-6562	200	9	"	"	" " "
THIEF RIVER FALLS, MINN.		AIRX	MU 1-3428					
	TVF	NO	MU 1-1223	200	3	No Service		Rc T
TIMMINS, ONT.	YTS	TC	1440	200	22	.50	1.00	Rc Tc C
TINKER A.F.B., OKLA.		.....	See Oklahoma City, Okla.					
TOLEDO, OHIO	TOL	AIRX	CH 1-3231			.50	1.60	Rc T G C
		DL	HO 7-2369	300	9	"	"	" " " "
		EA	HO 7-2311	200	7,10,19	"	"	" " " "
		FT	CH 4-4276	...	.....	"	"	" " " "
		LC	UN 5-2358	150	3,9	"	"	" " " "
		TW	.....	...	.....	"	"	" " " "
		UA	UN 5-5261	400	22,6,10,5	"	"	" " " "
TOBYHANNA SIGNAL DEPOT, PA.		.....	See Scranton, Pa.					
TOPEKA, KAN.	TOP	AIRX	FL 7-4451					
		CN	CE 3-9671	200	3	.55	1.25	R T G MKC
TORONTO, ONT.	YYZ	AA	EM 8-4365	600	9,5,52, 50c	.55	1.70	R T AC
		CP	HU 6-3601	500	14a	.45	1.10	R Tc AC
		TC	EM 6-9471	500	7,22, 53c,57	.55	1.70	R T A
TRAIN, B.C.	YCG	CP	1388	200	.....	1.00	1.35	.....
TRAVERSE CITY, MICH.		AIRX	WI 6-6825					
	TVC	NO	WI 7-5955	200	3,9	No Service		R T MKG
TRAVIS A.F.B., CALIF.		.....	See San Francisco, Calif.					
TRENTON, N.J.	TTN	AIRX	OW 5-6201					
		AL	TU 2-4100	200	3	1.00	2.00	Rc T PHL
TUCSON, ARIZ.	TUS	AIRX	MA 3-3677					
		AA	MA 3-4911	250	5,10,50c	.80	1.50	R T DUG
		CO	AX 4-2626	200	22	"	"	" " "
		FL	AX 4-2677	200	3,9	"	"	" " "
		TW	MA 3-5438	250	8	"	"	" " "
TULLAHOMA, TENN.	THA	AIRX	GL 5-3970					
		SO	GL 5-5945	100	3	No Service		.....
TULSA, OKLA.	TUL	AIRX	LU 5-8201					
		AA	TE 8-3361	600	9,5,10, 52,50c	.50	1.25	R T G MKC
		BN	TE 5-1561	500	9,5	"	"	" " " "
		CO	TE 5-7677	200	3,5,22	"	"	" " " "
		CN	TE 5-9521	200	3	"	"	" " " "
		TW	TE 5-8431	400	55,8	"	"	" " " "
TUPELO, MISS.	TUP	AIRX	VI 2-2371					
		SO	VI 2-8700	100	3	.65	1.30	Rc
TUSCALOOSA, ALA.	TCL	AIRX	FL 8-3693					
		SO	FL 2-3541	100	3	.70	1.35	T
TUSCUMBIA, ALA.	MSL	AIRX	EV 3-6414	See Sheffield, Ala.				
TWIN CITIES ARSENAL, MINN.		.....	See Minneapolis, Minn.					
TWIN FALLS, IDA.	TWF	AIRX	RE 3-3513					
		WC	RE 3-6721	150	3,54	.50	1.00	Rc Tc GEG
TYLER, TEX.	TYR	AIRX	LY 2-4511					
		TT	4-9379	150	3	.60	1.35	Rc T G DAL
UKIAH, CALIF.	UKI	AIRX	HO 2-4468					
		PC	HO 2-3742	200	3	No Service		Tc
UNALAKEET, ALAS.	UNK	AS	.....	...	.....	No Service		.....
		NC	.....	...	.....	"	"	.....
		WIEN	.....	...	.....	"	"	.....
UNION CITY, TENN.	UCY	AIRX	.....					
		SO	TU 5-9121	100	3	.75	1.50	MEM
UNIVERSITY, MISS.	UOX	AIRX	.....					
		SO	2498	100	3	No Service		.....
URBANA, ILL.	CMI	AIRX	FL 6-0542					
		OZ	FL 6-7271	See Champaign, Ill.				
UTICA, N.Y.	UCA	AIRX	4-3141					
		MO	6-9374	200	9,3	.80	1.20	Rc Tc G C
VAL'D OR. QUE.	YVO	TC	VA 4-6446	350	22	.50	1.00	Rc Tc C
VALDOSTA, GA.	VLD	AIRX	CH 2-5558					
		SO	CH 2-8945	100	3	.60	1.35	Rc Tc JAX

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
VANCOUVER, B.C.	YVR	AIRX	TA 2241					
		TC	TA 6301	500	22,53c,57	.50	1.25	Rc Tc C
		UA	CR 8-2177	400	6,9,10 50c	.35	1.00	" " "
		CP	MU 3-9211	500	3,6,9,14a	.70	1.90	" " "
VENTURA, CALIF.	OXR	AIRX	MI 3-3172	See Oxnard, Calif.				
VERNAL, UTAH	VEL	AIRX	.....					
		FL	973	200	3	No Service		Rc T DEN
VERO BEACH, FLA.	VRB	AIRX	2324					
		EA	JO 7-3456	200	19	.35	.75	R T PBI
VICKSBURG, MISS.	VKS	AIRX	170					
		SO	636-1047	100	3	.80	1.60	Rc
VICTORIA, B.C.	YYJ	TC	2-5147	300	22	.35	.75	Rc Tc C
VICTORIA, TEX.	ACE	AIRX	HI 3-2361					
		TT	HI 5-2341	150	3	.55	1.10	Rc SAT
VIRGINIA BEACH, VA.	ORF		.....	See Norfolk, Va.				
VISALIA, CALIF.	VIS	AIRX	RE 4-6837					
		UA	RE 4-9293	200	9	.50	1.00	Rc Tc LAX
WACO, TEX.	ACT	AIRX	PL 4-0162					
		BN	FL 4-3561	200	9	.55	1.40	Rc T G DAL
		CO	FL 4-4618	200	3	"	"	" " " "
WALKER A.F.B., N.M.			.....	See Roswell, N. M.				
WALLA WALLA, WASH.	ALW	AIRX	JA 5-7602					
		WC	JA 9-1260	150	54,3	.75	1.35	R T GEG
WARREN, OHIO	YNG	AIRX	EX 9-3676					
		LC	EX 5-6801	See Youngstown, Ohio				
WASHINGTON, D. C.	DCA	AIRX	NA 8-1200					
		AA	EX 3-6460	6000	9,5,15,10, 52,50	.65	1.50	R T G AC
		AL	DI 7-2125	200	3,19,9	"	"	" " " "
		BN	ST 3-6280	500	10	"	"	" " " "
		DL	DI 7-9640	300	9,10,8	"	"	" " " "
		EA	RE 7-6880	200	10,7,19, 52	"	"	" " " "
		LC	ST 3-7521	150	3,9	"	"	" " " "
		NA	DI 7-8905	400	9,5,6,10, 52	"	"	" " " "
		NE	ST 3-3931	200	6,22	"	"	" " " "
		NW	ST 3-9014	200	6,52	"	"	" " " "
		PAA	RE 7-5700	1100	50,53	"	"	" " " "
		PI	DI 7-1800	100	3	"	"	" " " "
		RD	.....	6000	Demand Service			
		TW	ST 3-4221	250	8,7,23	.65	1.50	" " " "
		UA	ST 3-0895	200	3,6,10,22	"	"	" " " "
WATERLOO, IA.	ALO	AIRX	AD 3-5279					
		BN	AD 4-5835	500	9	.55	1.35	Rc Tc PIA
		OE	AD 2-0042	200	3,54	"	"	" " "
WATERTOWN, N.Y.	ART	AIRX	1598					
		EA	TE 6-3311	200	19	.45	.85	Rc Tc G A
		MO	TE 6-2020	200	9,3	"	"	" " " "
WATERTOWN ARSENAL, MASS.			.....	See Boston, Mass.				
WATERTOWN, S.D.	ATY	AIRX	TU 6-4321					
		NO	886-5729	200	3	No Service		R Tc MSP
WATERVILLE, ME.	WVL	AIRX	TR 2-7722					
		NE	TR 2-2133	200	3	.35	.75	Rc Tc BGR
WATERVLIET ARSENAL, N.Y.			.....	See Albany, N. Y.				
WATSON LAKE, Y.T.	YQH	CP	.....	200	1,3,6,9	No Service		.....
WAUSAU, WISC.	AUW	AIRX	4878					
		NO	VI 5-1195	200	3,9	.70	1.35	Rc Tc
WAYCROSS, GA.	AYS	AIRX	AT 3-1900					
		EA	3400	200	19,9	.75	1.50	Rc T JAX
WAYNESBORO, VA.	SHD	AIRX	WH 3-6501					
		PI	EN 276	See Staunton, Va.				
WENATCHEE, WASH.	EAT	AIRX	NO 2-2903					
		WC	TU 4-5053	150	3,54	.75	1.50	Rc T SEA
WEST HELENA, ARK.		AIRX	.....					
		TT	.....	...	.....	No Service		.....
WEST PALM BEACH, FLA.		AIRX	TE 2-3717					
	PBI	DL	JU 5-0621	200	10	.40	1.35	R T G AC
		EA	OV 3-0036	200	7,9,52, 10,19	"	"	" " " "
		NA	OV 3-1255	200	9,52	"	"	" " " "
		RD	OV 3-4771	6000	1,15,2	"	"	" " " "
		UA		200	6	"	"	" " " "
WESTFIELD, MASS.	BAF	AIRX	RE 6-0331	See Springfield, Mass.				
WESTOVER A.F.B., MASS.			.....	See Springfield, Mass.				
WHEELING, W. VA.	HLG	AIRX	CE 2-4512					
		AL	CR 7-3160	200	3,19	.50	1.10	Rc Tc G PIT
		LC	CR 7-1717	150	3,9	"	"	" " " "
WHITEHORSE, Y.T.	YXY	PAA	2191	550	6	No Service		T C
		CP	2211	500	3,6,9	...	....	Rc Tc C
WHITE PLAINS, N.Y.	HPN	AIRX	9-4024					
		MO	8-555	200	3	.60	1.20	Rc LGA
		NY	.....	200	20	"	"	" "
WHITE RIVER JCT. VT.	LEB	AIRX	WRJ 5					
		NE	LEB 1040	200	3,6	No Service		Rc Tc BTV
WHITE SANDS MISSILE RANGE, N.M.			.....	See El Paso, Tex.				
WICHITA, KAN.	ICT	AIRX	AM 7-4331					
		BN	WH 3-3284	2000	9,1,5,52	.60	1.20	R T MKC
		CO	WH 3-4241	200	22,5	"	"	" " "
		CN	WH 3-3275	200	3	"	"	" " "
		TW	AM 5-9613	250	8,7	"	"	" " "
WICHITA FALLS, TEX.	SPS	AIRX	3-5152					
		BN	322-4520	200	9	.75	1.90	R T DAL
		CO	322-3161	200	3	"	"	" " "
WILKES-BARRE, PA.	AVP	AIRX	VA 3-4161					
		AA	CL 4-6708	250	9	.80	1.75	Rc Tc PHL
		AL	CL 7-9160	200	3,19	"	"	" " "
		EA	CL 4-4649	200	19	"	"	" " "
		TW	CL 5-1171	250	8	"	"	" " "
WILKINS A.F.B., OHIO			.....	See Mansfield, Ohio				
WILLIAMS LAKE, B.C.	YWL	CP	.....	200	1,3,6,9	...	....	.....
WILLIAMS A.F.B., ARIZ.			.....	See Phoenix, Ariz.				
WILLIAMSPORT, PA.	IPT	AIRX	9104					
		AL	WI 8-2416	150	3,19	.60	1.30	R Tc PIT
		TW	8-8683	250	8	"	"	" " "
		UA	368-8635	200	3	"	"	" " "
WILLSTON, N.D.	ISN	AIRX	GR 3-3212					
		FL	GR 3-6019	200	3	No Service		R T GTF
WILLOW GROVE N.A.S., PA.			.....	See Philadelphia, Pa.				
WILMINGTON, CALIF. (E)		LX	.....	200	200	...	....	LAX
WILMINGTON, DEL.	ILG	AIRX	OL 6-8577					
		AL	EA 8-3190	200	3	.65	1.55	R T C
		EA	EA 8-5671	200	19	"	"	" " "
WILMINGTON, N.C.	IMN	AIRX	NA 2-1831					
		NA	RO 3-6262	200	9	.55	1.50	R Tc G C
		PI	RO 3-1606	100	3	"	"	" " " "
WINDSOR, ONT.	YQG	AIRX	.....					
		AA	WO 5-1000	Served through Detroit, Mich.				
		TC	CL 4-111	300	22	.50	1.00	Rc Tc C
WINNIPEG, MAN.	YWG	AIRX	WH 2-6437					
		CP	WH 3-8421	500	14a	.35	1.00	Rc Tc C
		TC	93-9361	500	3,22, 53c,57	"	"	" " "
		NW	SP 4-4438	200	6,10,52	"	"	" " "
WINONA, MINN.	ONA	AIRX	3942					
		NO	8-2144	200	3	No Service		Rc Tc
WINSLOW, ARIZ.	INW	AIRX	501					
		FL	289-2811	200	3	No Service		Rc Tc DUG
WINSTON-SALEM, N.C.	INT	AIRX	PA 4-3691					
		EA	PA 6071	200	19,7,9	.55	1.10	R T G C
		PI	PA 5-0511	100	3	"	"	" " " "
		UA	PA 4-9382	200	22	"	"	" " " "
WISCONSIN RAPIDS, WIS.		AIRX	HA 3-0360					
		STE NO	DI 4-2233	See Stevens Point, Wisc.				
WOLF POINT, MONT.	OLF	AIRX	33					
		FL	666	200	3	No Service		Rc T GTF
WORCESTER, MASS.	ORH	AIRX	FL 5-6161					
		MO	FL 7-6367	200	9,3	.45	1.45	R Tc G C
		NE	SW 9-4431	200	3,6	"	"	" " " "
WORLAND, WYO.	WRL	AIRX	FI 7-2392					
		FL	FI 7-2142	200	3	No Service		Rc Tc GTF
WORTHINGTON, MINN.	OTG	AIRX	376-3160					
		NO	376-6222	200	3	No Service		Rc Tc
WRIGHT PATTERSON A.F.B., OHIO			.....	See Dayton, Ohio				
YAKIMA, WASH.	YKM	AIRX	GL 7-5157					
		NW	GL 3-9934	200	6,52	.65	1.30	R T G SEA
		WC	CH 8-3104	150	3,54	"	"	" " " "
YAKUTAT, ALAS.	YAK	PN	4	200	16	.60	1.00	.....
YANKTON, S.D.	YKN	AIRX	NO 5-2673					
		NO	NO 5-7109	200	3	No Service		Rc Tc
YARMOUTH, N.S.	YQI	TC	1287	300	22	.35	.75	Rc Tc C
YORK NAVAL ORDANCE PLANT, PA.			.....	See Harrisburg, Pa.				
YORKTON, SASK.	YQV	TC	34-611	200	3	.35	.75	Rc Tc C
YORKTOWN NAVAL WEAPONS STATIONS, VA.				See Newport News, Va.				
YOUNGSTOWN, OHIO	YNG	AIRX	RI 3-5121					
		LC	LI 5-2511	150	3,9	.50	1.60	R Tc G CAK
		UA	LI 5-9744	400	6,5,22,10	"	"	" " " "
YUBA CITY, CALIF.	MYV	AIRX	SH 3-6390					
		PC	.....	See Marysville, Calif.				
YUMA, ARIZ.	YUM	AIRX	SU 3-3831					
		BL	SU 2-1871	200	54	.55	1.10	R Tc SAN
ZANESVILLE, OHIO	ZZV	AIRX	GL 2-5459					
		LC	GL 2-7561	150	3	.80	1.60	Rc

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
LIVE ANIMALS	Between Eureka/Arcata and points south.	PACIFIC	Not accepted on Martin or F-27 equipment.
LIVE ANIMALS, BAIT, BIRDS, FISH, POULTRY, SHELLFISH	Through Chicago, except Poultry which will not be accepted on Ozark's system.	OZARK	
LIVE ANIMALS	All points.	TRANS-TEXAS	All eqipment; 6/1/61 - 10/1/61, applies to excess baggage and air Freight
MEAT, MEAT PRODUCTS, CHICKS	Off-line points within Mexico	AMERICAN	
FLOWERS	Charlotte, Raleigh/Durham, Winston-Salem, via Knoxville	UNITED	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	All Cargo Aircraft	Speedpak	Protective Services: Attendants Note 1: Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Special Services: "PRI" or "HOLD" Baggage	Household Goods	Assembly or Distribution Note 2	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X			X	
CARIBBEAN ATLANTIC AIRLINES						X		X	X								X	X	X		X	
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
LAKE CENTRAL AIRLINES	X	X						X											X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.

Note 2 - Applicable to CPA and TCA in Canada only.

Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; HN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT	Chart	Page
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1a	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Douglas C-47 (All Cargo)	14	G-25
Bristol Britannia	14a	G-17
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A (Comb.)	15a	G-19
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50c	G-24
DeHaviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53	G-23
Douglas DC-8	53a, 53b	G-25
Douglas DC-8	53c	G-17
Fairchild F-27 (See DC-3)	54	G-25
Convair 880	55	G-19
Caravelle	56	G-22
Vickers Vanguard	57	G-19

14-A BRISTOL BRITANNIA

	Height in Inches						
	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width

1 CURTISS C-46 (ALL CARGO)

First Dimension (In Inches) Not Applicable to DL (See Chart 1-A)

	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
38	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
95	86	86	86	79		

Find Third Dimension (In Inches) at intersection of First and Second Dimensions

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3 A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6 A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9 A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12 A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	117	175	170
B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15 A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123	122	120
21 A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	109
24 A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27 A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	94
30 A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83	82	79
B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33 A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	72
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

2 DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486	
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	526	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	496	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	265	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	233
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	116	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....23"x28"x44"
CP.....24"x28"x357"
56"x56"x 93"
24"x60"x181"

LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31	31	
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

57 VICKERS VANGUARD

Length (In Inches)

	60	64	68	72	76	80	84	88	92	96	100	104	108	112	116	120	124	128	132	136	140	144	148
18	56	52	49	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	17
22	56	52	49	46	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	21	19	17
26	56	52	49	46	45	45	45	45	45	45	45	45	45	45	45	45	45	25	24	22	21	19	17
30	56	52	49	46	45	45	45	45	45	45	45	45	45	45	29	28	26	25	24	22	21	19	17
34	56	52	49	46	45	45	45	45	45	45	33	32	31	30	29	28	26	25	24	22	21	19	17
38	56	52	49	46	45	45	45	45	36	35	33	32	31	30	29	28	26	25	24	22	21	19	17
42	56	52	49	46	45	45	40	38	36	35	33	32	31	30	29	28	26	25	24	22	21	19	17
45	56	52	49	46	45	45	40	38	36	35	33	32	31	30	29	28	26	25	24	22	21	19	17
46	45	45	45	45																			
50	45	45																					
54	45																						
58	45																						

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

15 – A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

4 DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, UA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NW, PAA, SAB, SR, UA

First Dimension (In Inches)

		3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																				
	B	200																				
	C	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100				
6	A	211	211																			
	B	200	200																			
	C	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91				
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	70	72	67				
16	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
18	A	158	147	135	135	124	114	111	108	105												
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	94												
	B	149	141	128	118	109	106	103	101	94												
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	113	104	101	99	97	92	90											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	85	76					
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76				
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	89	89	89	89	89	89	85	85	76	76	70				
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	49	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	75	70	68	67	66	64	62	60	57	54	53	45	41	36			
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63	63
44	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63	63
48	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63	63
52	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62
58	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	
59	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64			
60	B	89	89	89	89	89	89	89	89	89	89	89	85									

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	39	40
2	A	312	300	202	177	158	142							128	117	110	107	105	71	65		59	54		49	44	39	
	B	312					100	100			100		100		100		100		100	100	100	123	100				100	100
4	B	312					100	226			200	200	200		200	200	200		200	200	200	111	100				100	100
	A	310	300	202	177	158	142				128	117	110	107	105	68	63		58	52		47	42				
	B	200					100	200			200	200	200		200	200	200		200	200	200	111	100				100	100
6	A	310	300	202	177	158	142				128	117	110	107	105	68	63		58	52		47	42				
	B	200					100	170			170	170	170		170	170	170		170	170	170	101	100				100	100
8	A	310	300	202	177	158	142				128	117	110	107	105	68	63		58	52		47	42				
	B	200					177	152			152	152	152		152	152	152		152	152	152	100	100				100	100
9	B	200					158	177			177	177	177		177	177	177		177	177	177	100	100				100	100
10	A	310	300	202	177	158	142				128	117	110	107	105	68	63		58	52		47	42				
	B	200					158	177			127	127	127		127	127	127		127	127	127	100	100				100	100
12	A	310	300	202	177	158	142				128	117	110	107	105	68	63		58	52		47	42				
	B	200					142	128			126	126	126		126	126	126		126	126	126	100	100				100	100
13	A	310	295	197	174	156	139				126	116	109	107	104	65	60		55	50		45	41				
	B	200					128	114			114	114	114		114	114	114		114	114	114	100	100				100	100
14	A	300	295	197	174	156	139				126	116	109	105	104	65	60		55	50		45	41				
	B	200					128	114			114	114	114		114	114	114		114	114	114	100	100				100	100
15	B	200					142	127			127	127	127		127	127	127		127	127	127	100	100				100	100
16	A	300	243	193	171	153	137				124	115	109	105	103	65	60		55	50		45	41				
	B	200					124	114			108	108	108		108	108	108		108	108	108	100	100				100	100
17	B	200					127	114			104	104	104		104	104	104		104	104	104	100	100				100	100
18	A	300	234	190	168	150	135				122	113	108	104	103	65	60		55	50		45	41				
	B	200					123	114			104	104	104		104	104	104		104	104	104	100	100				100	100
19	A	300					124	114			108	104	104		104	104	104		104	104	104	60	60				60	60
20	A	300	225	186	165	147	133				121	112	107	104	102	65	60		55	50		45	41				
	B	200					124	114			108	104	101		101	101	101		101	101	101	60	60				60	60
21	A	300	218	181	162	144	130				119	111	106	103	102	65	60		55	50		45	41				
	B	200					124	114			108	104	100		100	100	100		100	100	100	60	60				60	60
22	A	300	218	181	162	144	130				119	111	106	103	102	57	52		48	45		42					
	B	200					124	114			108	104	100		80	80	80		80	42	42					29	
23	B	200					124	114			108	104	100		48	48	48		45	42	42					29	
24	A	300	212	177	158	141	128				118	110	105	103	101	57	52		48	45		42					
	B	200					124	114			108	104	100		32	48			45	42	42					29	
25	B	200					124	114			108	104	100		48	29	29		29	29	29					29	
26	A	300	206	174	155	147	126				116	109	104	101	101	29	29		29	29	29						
	B	200					124	114			108	104	100		48	29			29	29	29					29	
28	A	300	200	170	152	137	124				114	108	104	101	100	29	29		29	29							
	B	200					124	114			108	104	100		65	29			29	29	29					29	
29	A	312	111	101	91	85	78				71	68	65	29		29	29		29	29							
30	A	96	90	85	80	74	70				67	67	57	29		29	29		29	29							
35	A	87	80	75	74	67	65				61	58	57	29		29	29		29	29							
39	A	56	55	54	54	53	52				52	51	51	29		29	29		29	29							

A—Applicable only to TCA
B—Not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

10 DOUGLAS DC-7, 7-B, 7-C

Height or Width (In Inches)

		6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
	3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
	6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
	9	189	173	156	150	144	137	131	126	121	116	111	106	101	97	92	87
	12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
	15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
	18	136	126	116	112	108	103	99	96	92	89	85	82	70	72	66	60
	21	120	111	103	100	97	93	90	87	85	83	70	76	72	66	60	54
	24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
	27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width only in inches	30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
	33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
	36	80	77	75	70	69	67	63	62	59	56	53	49	45	42	38	34

Find Length (In Inches) at Intersection of Height and Width
* Maximum length of 235 inches applicable to the DC-7C

8 LOCKHEED CONSTELLATION
(For Lockheed SPEEDPAK, See Table 16)

FIRST DIMENSION (In Inches)

	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55	
14	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55	
16	170	170	170	170	170	145	135	130	120	115	110	105	106	90	80	75	70	60	55
18	170	170	170	170	155	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	96	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	119	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60		
32	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55		
34	170	170	155	145	135	130	120	115	105	105	95	80	70	68	60	55			
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

Find Third Dimension in inches at Intersection of First and Second Dimensions

9 CONSOLIDATED CONVAIR AL, NA, TW only

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

56 CARAVELLE

HEIGHT \ WIDTH	4	8	12	16	20	24
	MAXIMUM LENGTH					
4	80	80	79	78	74	65
8	80	80	79	78	74	65
12	80	80	79	78	74	65
16	80	80	79	78	74	65
20	80	80	79	78	74	65
24	80	80	79	78	74	65
28	80	80	79	78	74	65
32	80	80	79	78	74	65
36	80	80	79	78	74	65
40	80	80	79	78	74	65
44	80	80	79	78	74	
48	80	80	79	78	74	
52	80	80	79	78		
56	80	80	79	78		
60	64	64	64	62		

CONSOLIDATED CONVAIR

SECOND DIMENSION (IN INCHES) \ FIRST DIMENSION (IN INCHES)

LINE		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A			96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B			96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C			108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D			96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A				94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B				96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D				96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73
8	A					92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B					94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D					94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A						90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B						89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D						89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A							88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B							84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D							84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A								86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B								80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C								84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D								80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A									84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B									70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A										82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	52	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72					
	B												70	70	70	70	70	70	70	70	46	46	46	46	–
	C												80	53	53	53	53	53	53	48	48	48	48	48	48
	D												46	46	46	46	46	46	46	46	46	46	46	46	43
	E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								
	F		105		105		84		80		80		58		56		56	56							
26	A													30	30	30									
	B													46	46	46	46	46	46	46	46	46	46	46	–
	C													48	48	48	48	48	48	48	48	48	48	48	45
	D													46	46	46	46	46	46	46	46	46	46	46	41
28	A															30	30								
	B															46	46	46	46	46	46	46	46	46	–
	C															48	48	48	48	48	48	48	48	43	43
	D															46	46	46	46	46	46	46	46	46	40
30	C																48	48	48	48	48	38	38	38	38
32	C																	48	48	48	36	36	36	36	36
34	C																		48	48	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MQ, TT.
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA, and LC
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

53 DOUGLAS DC-8

HEIGHT IN INCHES

Find Length (in inches) at Intersection of Height and Width

Width in Inches

	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
3	298	298	296	296	295	294	294	293	293	293	293	292	292	292	292	292	292	291	291	291
6	298	297	296	294	293	293	293	293	291	291	291	290	284	276	274	271	262	248	238	232
9	296	296	262	260	250	244	239	240	237	232	230	228	225	222	216	212	209	200	189	182
12	296	294	260	210	202	202	199	196	193	191	189	186	183	180	170	165	160	140	136	130
15	295	293	250	202	172	159	152	144	134	129	127	124	122	120	118	115	113	112	111	110
16	294	293	247	199	160	150	139	127	125	124	122	120	118	116	114	113	112	111	110	106
17	294	293	244	197	150	140	130	122	120	118	117	116	114	111	110	110	109	107	105	103
18	293	293	240	196	144	127	122	120	118	116	115	114	112	109	108	108	107	105	103	101
19	293	291	237	193	134	125	121	118	116	115	114	112	109	106	105	105	105	103	102	100
20	293	291	232	191	130	123	120	114	113	112	110	108	106	103	103	103	103	102	101	100
21	293	291	230	189	127	122	117	111	110	110	108	106	104	103	103	102	102	101	100	100
22	292	290	228	185	125	120	115	110	108	108	106	105	104	103	102	101	101	100	99	99
23	292	284	225	182	122	118	112	109	107	105	105	104	104	102	102	101	101	100	99	99
24	292	276	222	180	120	116	111	109	106	103	103	103	103	102	101	101	100	99	99	99
25	292	274	216	170	118	115	110	108	105	103	103	102	103	102	101	100	100	99	99	98
26	292	271	212	164	115	113	109	107	104	103	102	102	102	101	101	100	99	99	98	98
27	292	262	209	160	113	112	108	106	103	102	102	102	102	101	100	100	99	99	98	98
28	291	254	156	140	111	110	107	105	103	101	101	101	101	101	100	100	99	99	98	97
29	291	246	128	121	108	107	106	104	102	101	101	101	101	101	100	100	99	99	98	97
30	291	241	112	109	106	105	105	104	102	101	101	101	101	101	100	100	99	99	98	97
31	290	237	108	106	104	104	103	102	101	99	98	97	97	97	96	96	96	95	95	95
32	289	232	105	103	103	102	101	100	99	98	97	96	96	95	95	94	94	93	93	93
33	288	228	103	102	102	101	99	98	98	97	96	95	95	94	94	94	94	93	92	91
34	287	226	102	102	101	100	98	97	96	95	94	94	93	92	91	91	90	89	88	87
35	287	225	102	101	99	98	97	96	95	94	94	93	92	91	90	89	89	87	86	85

15 DOUGLAS DC-6A (ALL CARGO) DOUGLAS DC-7F (ALL CARGO)

Height or Width (In Inches)

Width only (in inches)

	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	389	282
24	398	390	385	370	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	259	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	170	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	213	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

Find Length (In Inches) at Intersection of Height and Width

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW, PC
LINE C applies to: AL

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	80	83
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	70	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	19	18	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	19	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	19	18	17	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	—
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15	
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15		
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18			16	15			
	B	46	36	28	24	21	18	18	18			18			18	18			18	18			
28	A								21	19	19		18	18	18								
	B	46	36	26	21	21	18	18	18			18			18	18			18				
30	A								19	19	19		18	18	18								
	B	46	36	24	21	21	18	18	18			18			18	18			18	18			
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15						
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12						
38	A								15														
	B	35	19	19	19	18	15	15	15														

A-applicable to TCA only
B-Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	80
6	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	30[illegible]	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	280	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	196	187	187	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	280	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)		54	60	66	72	
3	A	792	792	696	492	
		840	840	696	486	414
6	A	792	792	624	456	
		840	792	624	462	372
9	A	792	696	528	396	
		840	702	534	402	366
12	A	756	624	492	360	
		762	624	495	366	297
18	A	576	492	396	288	
		576	498	396	293	264
24	A	480	396	312	240	
		480	402	318	246	228
30	A	384	324	264	216	
		390	327	270	216	198
36	A	324	276	228	180	
		324	276	231	189	162
48	A	240	204	180	144	
		240	210	176	144	132
60	A	180	156	132	108	
		186	165	138	110	108
72	A	132	120	108		
		141	117	110		
88		117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

A - Applicable only to EA.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parentheses ( ) can be used only if cargo is inserted diagonally through the door.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES

39 x 45 x 24

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	--	--
	B	127	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	139	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	171	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES: 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES): 40	44	48	52	56	60	WIDTH ONLY (IN INCHES): 64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

52 LOCKHEED ELECTRA

Package Lengths (Inches)

Height (Inches)																		
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	70	50
22	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51	
20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69
16	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	169	169	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	169	169	169	162	155	148	138	125	114	103	98	80
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51

53B DOUGLAS DC-8
(Applicable to EA and NW only)

Height (In Inches)

Width (In Inches)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	246	246	236	236	229	224	222	220	217	214	209
12	283	258	240	220	214	208	202	198	192	188	186	183	181	170	177	175	170
15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	75	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

Find Length (In Inches) at Intersection of Height and Width

54 FAIRCHILD F-27
(Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CBA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	N	AC(2-6)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2-6)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2-6)	AC(2)	N	N	N	A(2)	AC(2)	N
Animals, in excess of 200 lbs	AC(6-49)	N	N	AC(6-49)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2)	N
Apes	AC(6-49)	N	N	AC(6-49)	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Bears, cub	AC(49)	N	N	AC(6-49)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Bears, grown	AC(6-49)	N	N	AC(6-4-49)	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Bees	A(2)	A(2)	N	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2)	N	N	AC(2)	A(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpansees	AC(6-49)	N	N	AC(6-49)	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Chinchillas	A(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	Ⓔ
Dogs	A(2)	N	N	AC(2)	A(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2)	N
Fish	A(2)	A(2-9)	A(2-9)	A(2)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(2)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	AC(2)	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2)	AC(2)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	AC(2)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	A(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	A(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2-16)	N
Horses, race	N	N	N	N	N	N	N	N	N	AC(2-16)	N
Insects	A(2)	N	A(2)	A(2)	A(2)	A(2-23-25)	N	A(2-32)	A(2)	AC(2)	A(2-20)
Lions, cub	AC(49)	N	N	AC(49)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-16)	N
Lions, grown	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2-16)	N
Livestock	AC(2-6)	N	N	AC(2-6)	N	N	N	N	AC(2-6)	AC(2-16)	N
EXCEPTIONS											
Calves	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-16)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	AC(2-16)	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	AC(2-16)	N
Goats	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2)	N
Horses, draft	N	N	N	N	N	N	N	N	N	AC(16)	N
Sheep	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2-16)	N
Swine	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2-16)	N
Mink	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Orangoutangs	AC(2)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Pets, small	A(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Poultry	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2)	N
EXCEPTIONS											
Chicks	A(2-4-8-16-18)	N	N	AC(2-4-8-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Ducklings	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Goslings	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Poultry, baby	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Poults (except turkey)	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	N
Poults, turkey	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Rabbits	A(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Reptiles	A(2-11)	N	N	AC(2-11)		N	N	N	AC(2-6)	AC(2)	N
EXCEPTIONS					A(2)						
Reptiles, small	AC(2)	N	A(2)	AC(2)	A(2)	N	N	A(2-32)	A(2-6)	AC(2)	N
Rodents	AC(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
EXCEPTIONS											
Coypu (Nutria)	A(2-48)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Mice	A(2-49a)	N	N	AC(2-49a)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	A(2-49a)	N	N	AC(2-49a)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Skunks, pet	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Snakes, non-poisonous and harmless	AC(2)	N	A(2)	AC(2)	A(2)	N	N	A(2-32)	AC(2-6)	AC(2)	N
Tigers, cub	AC(49)	N	N	AC(49)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Tigers, grown	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2)	N
Wolves	AC(49)	N	N	AC(49)	N	N	N	N	AC(2-6)	AC(2)	N
Worms	A(2)	A(2)	A(2)	A(2)	A(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

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AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follow charts.

	FT	LX(E)	LC	MC	NA	NE	NO	NW	NY	CE
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3)	(E)	AC(2)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	AC(2)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	A(2-3-7-49)	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Chimpansees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	A(2-3-7-49	A(7)	A(3-31)	A(2)	A(2-23-26)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50a)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	(E)	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(4-23-26)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(4-23-26)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-23-26)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3)	(E)	A(4-23-26)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(4-23-26)	A(2)	N
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(4-23-26)	A(2)	N
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-4-23-26)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	AC(2)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
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N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA (9)	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	(E)	AC(2-42a,b,c)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2-42a,b,c)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42a,b,c)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42a,b,c)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC(2-42a,b,c)	AC(2-42a-53)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42a,b,c)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2-28)	A(3-4)	(E)	AC(2-42-42b)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(9-2)
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	A(2-9)	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27-33a)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2-28-31)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	A(2-28-31)	A(3-4)	(E)	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2-28)	A(3-4)	N	AC(2-42-42B	AC(2-6)	A(2-20)	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	A(2-28-31)	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2-28)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Coypu (Nutria)	N	A(2)	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2-28)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-17)	A(3-4)	(E)	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
Ⓔ-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CBA	CO	CN	DL	EA	FL	FT	LXⒺ	LC	MO	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)	A	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC(16)	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry . . .	A	A	A	A(2)	A	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length .	A	N	N	AC	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N	N	N	N	N	N	N	A	A	N	N	AC
On hangers or racks .	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(4-5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	A(4-5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	A	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	A	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	A	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	A	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	A	A	A
Vegetables: fresh . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	Ⓔ	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	N	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(23-26)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents. . . .	A	N	N	A	A	N	N	A	A	A	A	N	A	A	A	A
Fabrics in rolls. . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes: . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(17)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(17)	A	A	A(30)	A	A	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(17)	A	A	A(30)	A	A	N
Not over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(17-31)	A	A	AC	A	A	N
Over 60" in length. .	A(21-31)	N	A	A	N	A	N	A	N	A(17-31)	A	N	AC	A	A	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	AC(4-42A)	A(5)	N	N	N	A	N	A(28-31-21)	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)			A(28)	A(4-5)	Ⓔ			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; reqire no unreasonable attention in transit or at destination prior to delivery, provided that when attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physican or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
   AA: Maximum gross weight 1,000 pounds.
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood,metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert, the full size of the floor extending upwards 1 inch or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.
   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30 except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
    AA/BN: will not accept snakes, lizards, newts, and salamanders.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20 inches by 24 inches by 44 inches will be accepted on passenger aircraft. (UAL: 17 inches by 24 inches by 80 inches); (PI: 42L by 28"W).
    (UAL Caravelle equipment 17"x24"x70")
15. Must be shipped in a leak-proof,moisture-proof (not fibreboard) inner container. The contents must be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1 inch by 1 inch slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only - Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MSW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Not accepted on Caravelle Aircraft

42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft, subject only to size restrictions shown on Chart 50-C.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft - up to 60 inches
    Viscount aircraft - up to 56 inches
    North Star aircraft - up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removed and the sides and top may be made of one-half inch mesh.
49. Accepted only when no attention required in transit and securely and adequately crated so no part of animal can protrude. Floor of container must be covered with leak-proof liner extending 8 inches up sides and ends, and covered with adequate absorbent material.
49a. If shipped in fibreboard container, interior must be completely lined with screen wire. Edges of screen wire must be joined securely and liner must be fastened to inside of container with staples.

⑨ In addition to exceptions listed, United will not accept on Viscount or Caravelle eqipment: Alligators; Chicks; Ducklings; Poults (except Turkey); Poults, turkey; Coypu (Nutria) or Snakes, non-poisonous and harmless.

United will not accept on Viscount equipment: Alligators, baby; Canaries; Chinchillas; Goldfish; or Tropical Fish.

RECOMMENDED PACKAGING SECTION

50. **RECOMMENDED:** fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner line sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
50a. **RECOMMENDED:** packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **RECOMMENDED:** rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
51a. **RECOMMENDED:** rolls be (1) completely wrapped in two thicknesses of heavy fibre-board; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case,ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped in Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
52. **RECOMMENDED:** the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure, shipment must be labelled "LIQUID THIS SIDE UP".
53 **RECOMMENDED:** parakeets being forwarded in quantities exceeding five (5) birds' per container be shipped in trapezoid shaped containers constructed of sturdy ventilated wood or wooden slats and wire mesh. The wire mesh should be used exclusively on the forward and top inclined surfaces of the container to assure adequate ventilation.

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROLINEAS ARGENTINAS (ARG)

692 ①③⑥	620 ②⑤⑦		C-47			621 ①③⑥	693 ①③⑥
	0630	Lv	BUENOS AIRES. . .	Ar		0205	
	0850	Ar	BAHIA BLANCA. . .	Lv		2355	
	0905	Lv	BAHIA BLANCA. . .	Ar		2340	
	1150	Ar	TRELEW.	Lv		2120	
	1205	Lv	TRELEW.	Ar		2105	
	1335	Ar	COMODORO RIVADAVIA	Lv		1945	
	1435	Lv	COMODORO RIVADAVIA	Ar		1930	
	1545	Ar	PUERTO DESEADO. .	Lv		1820	
	1600	Lv	PUERTO DESEADO. .	Ar		1805	
	1705	Ar	SAN JULIAN. . . .	Lv		1710	
	1725	Lv	SAN JULIAN. . . .	Ar		1650	
	1755	Ar	SANTA CRUZ. . . .	Lv		1620	
	1810	Lv	SANTA CRUZ. . . .	Ar		1605	
	1900	Ar	RIO GALLEGOS. . .	Lv		1515	
0900		Lv	RIO GALLEGOS. . .	Ar			1415
1010		Ar	RIO GRANDE . . .	Lv			1355
1025		Lv	RIO GRANDE . . .	Ar			1350
1115		Ar	USHUAIA	Lv			1200

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 #	583 #	C-46			584 #	582 #	617 ④
1200	0500	0530	Lv	MAIQUETIA. .	Ar	1015	0920	1515
		0630	Ar	BARCELONA. .	Lv			
		0645	Lv	BARCELONA. .	Ar			
		0705	Ar	CUMANA . . .	Lv			
		0720	Lv	CUMANA . . .	Ar			
		0740	Ar	PORLAMAR . .	Lv			
		0755	Lv	PORLAMAR . .	Ar			
		0815	Lv	CARUPANO . .	Ar	0830		
	0700		Ar	MARACAIBO. .	Lv		0720	
				KINGSTON . .	Lv			1030
				KINGSTON . .	Ar			1000
1830			Ar	MIAMI. . . .	Lv			0700

AIR FRANCE (AF)

2493 Prov. #	750 DC-4 ②③④⑤	894 DC-4 ④	896 DC-4 #Ex ①④	050 1049H ③⑥			049 1049H ④	051 1049H ⑦	897 DC-4 #Ex ①④	895 DC-4 ④	751 DC-4 ②③④⑤	765 B-307 #Ex ⑥	2482 Prov #
				0035	Lv	NEW YORK . . . Ar	1230	1300					
				1735	Ar	PARIS (ORLY) . Lv	0200	0230					
0100	1155	0250	0120		Lv	PARIS (ORLY) . Ar			0700	0830	0100		1910
		0425	0255			PARIS (LeBourget			0525	0655		0015	
					Ar	LONDON Lv						2230	
						DUSSELDORF . . Lv							
	1345				Ar	FRANKFURT. . . Lv					2300		
	1540				Lv	FRANKFURT. . . Ar					2135		
	1720				Ar	BERLIN Lv					1950		
0600					Ar	ORAN Lv							
0700					Lv	ORAN . . . . . Ar							
0825					Ar	ALGIERS. . . . Lv							1440

Prov - Breguet, Double Deck Provence Equipment

ALITALIA

930 ①	901 ④	931 ④	DC-7F			908 ⑦	900 ③	931 ①
	0001	1900	Lv	NEW YORK(IDL). .	Ar	2320	1055	
	F	F		BOSTON				
	1500	1000	Ar	SHANNON.	Lv	1605	0340	
	1600	1100	Lv	SHANNON.	Ar	1505	0240	
	1955	1455	Ar	MILAN (Linate) .				
	2155	1655	Lv	MILAN (Linate) .				
				MILAN (Malpensa)	Lv	1100	2235	
				MILAN (Malpensa)	Ar		2035	
	2225	1825	Ar	ROME	Lv		1900	
0800			Lv	ROME	Ar			1610
1130			Ar	TRIPOLI.	Lv			1430

972 ⑤	970 ③⑤				971 ④	973 ⑥	975 ⑦
	1900	Lv	ROME	Ar	1045		
	2035	Ar	MILAN (Linate) .	Lv	0915		
1900	2235	Lv	MILAN (Linate) .	Ar	0715	0715	
			MILAN (Malpensa)	Ar			0555
			TURIN.	Lv	F	F	0520
			TURIN.	Ar	F	F	0320
2150	0125	Ar	LONDON	Lv	0430	0430	0100

AEROVIAS CONDOR DE COLOMBIA

152 ②④	C-46 DC-4			151 ③⑤
0930	Lv	BOGOTA.	Ar	1930
1140	Ar	BARRANQUILLA. .	Lv	1700
1230	Lv	BARRANQUILLA. .	Ar	1600
1745	Ar	MIAMI	Lv	1000

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 ⑥	6803 ①	803 #Ex ⑦①	801 #Ex ⑥⑦	807 #Ex ⑥⑦	805 #Ex ⑥⑦	6855 ①	855 ⑤	855 #Ex ②⑥⑦	825 #Ex ⑥⑦	DC-7BF	816 #Ex ②⑥⑦	810 #Ex ⑥⑦	802 #Ex ②⑥⑦	802 ⑤	824 #Ex ②⑥⑦	804 #Ex ②⑥⑦	806 #Ex ⑦①	818 ⑥	820 ⑥	814 ⑥	804 ⑤	824 ⑤
2145			2215		2335					Lv BOSTON . . . . Ar	1251			1921	1647					2006		1647
			2303							Ar HARTFORD. . . .												
			0030							Lv HARTFORD. . . .												
										NEW YORK (IDL) . Lv					1540							
		0030							2245	Lv NEW YORK (IDL) . Ar		1150			1410		1905					1540
2255										Ar NEW YORK (EWR) . Lv	1145			1815						1900		1410
0015				2330			2300	2300		Lv NEW YORK (EWR) . Ar	1021		1707	1707		1740			1242	1741	1740	
										PHILADELPHIA. . Lv			1430	1430								
										PHILADELPHIA. . Ar			1529	1529								
										BALTIMORE . . . Lv							1805					
										BALTIMORE . . . Ar							1702					
										WASHINGTON. . . Lv			1445	1445								
										WASHINGTON. . . Ar			1329	1329								
				1250						Ar BUFFALO Lv						1620					1620	
				0200						Lv BUFFALO . . . . Ar						1516					1510	
				0258						Ar CLEVELAND . . . Lv						1420					1420	
				0440						Lv CLEVELAND . . . Ar						1155					1155	
		0214								Ar CINCINNATI. . . Lv							1420					
		0330								Lv CINCINNATI. . . Ar							1315					
0129			0156				0014	0014		Ar DETROIT . . . . Lv.	0720				1100					1440		1100
0250			0320				0135	0135		Lv DETROIT . . . . Ar	0604				0944					1324		0844
										NASHVILLE . . . Lv			0920	0920								
										NASHVILLE . . . Ar			0822	0822								
										MEMPHIS Lv			0725	0725								
										MEMPHIS . . . . Ar			0628	0628								
0400			0430		0203					Ar CHICAGO (MDW) . Lv	0500	0810			0840				0905	1220		0840
0530			0555		0325					Lv CHICAGO (MDW) . Ar	0340	0648			0725				0750	1103		0725
							0248	0248	0058	Ar CHICAGO (ORD) . Lv												
							0440	0440	0205	Lv CHICAGO (ORD) .												
										ST. LOUIS . . . Lv						0900					0900	
										ST. LOUIS . . . Ar						0755					0755	
0743		0535					0770	0700		Ar DALLAS. . . . Lv		0245	0445	0445			0915			0700		
0905	0800	0800				0850		0850		Lv DALLAS. . . . Ar		0118	0322	0322			0745	0422		0520		
						1005		1005		Ar SAN ANTONIO . . Lv		0010										
						1130		1130		Lv SAN ANTONIO . . Ar		2223										
						1410		1410		Ar MEXICO CITY . . Lv		1940										
1145	1040	1040	0920	0850	0650				0530	Ar LOS ANGELES . . Lv					2230	2330	0110			2245	2330	2230
1300		1140	1035						0645	Lv LOS ANGELES . . Ar						2231						2126
1430		1310	1205						0815	Ar SAN FRANCISCO . Lv	1830		2000	2000		2050		2100	2240			1945

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 #Ex ⑥⑦	337 #	331 ①⑦	353 #	357 ⑦	351 ②③ ④⑤	347 #Ex ①⑦	Bristol 170	348 #Ex ①⑦	352 ②③ ④⑤	358 ⑦	354 #Ex ①⑦	332 ①⑦	338 #	368 #Ex ⑥⑦
0515	1700	0545	2045	1500	1300	0500	Lv MELBOURNE. Ar	1045	1845	2045	0230	1235	2350	1120
	1935	0820	2250	1705	1505	0705	Ar LAUNCESTON Lv	0835	1635	1835	0020			
0705							Ar HOBART . . Lv					0950	2105	
0805							Ar DEVONPORT. Lv							
0835							Lv DEVONPORT. Ar							0935
							Ar WYNYARD. . Lv							

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA/ST. PETERSBURG. Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI. . . . Lv			2030					
2200		0300			2200		Lv MIAMI. . . . Ar			1900					1330
	0845			0845		0845	Ar GUATEMALA. . Lv								1200
	1015			1015		1015	Lv GUATEMALA. . Ar						1330	1330	1115
	1100			1100		1100	Ar SALVADOR . . Lv	1300							1000
②		③			⑤		Lv SALVADOR . . Ar								
0500		0900			0500					1300		0700			0600
0700			1100		0700		Ar PANAMA . . . Lv		0400		1900				0400
1030					1030		Lv PANAMA . . . Ar								
1200					1200		Ar QUITO. . . . Lv								
1315			1400		1315		Lv QUITO. . . . Ar		0001		1600				0001
							Ar GUAYAQUIL. . Lv								
							Ar BOGOTA . . . Lv								

ALL NIPPON AIRWAYS

18 #Ex ①	DC-3	17 #Ex ①
0010	Lv OSAKA . . Ar	0245
0200	Ar TOKYO . . Lv	0030

BRANIFF AIRWAYS (BN)

801 DC-6A #Ex ①⑦	851 C-46 # Ex ⑦①		850 C-46 # Ex ⑥⑦	800 DC-6A #Ex ⑥⑦
0115		Lv NEW YORK/EWR. . Ar		1450
	0410	Lv CHICAGO (MDW) . Ar	0110	
	0515	Ar KANSAS CITY . . Lv	2210	
	0615	Lv KANSAS CITY . . Ar	2120	
	0728	Ar WICHITA Lv	f	
	0805	Lv WICHITA . . . . Ar	f	
	f	OKLAHOMA CITY .		
0515	1006	Ar DALLAS. Lv	1900	0800

BRITISH EUROPEAN AIRWAYS (BEA)

748 V #Ex ①	500 V ②⑤ ⑦	460 D #Ex ⑦①	460 D ⑦	132 Y ⑦	392 V ②③ ⑥⑦	392 Y ④⑤	V - Viscount Y - York L - Leopard	391 V ②③ ⑥⑦	391 Y ④⑤	131 Y ⑦	459 D #Ex ⑦①	459 D ⑦	499 V ②⑤ ⑦	747 V #Ex ①
0105	0205	0001	0030	0045	0100	0100	Lv LONDON. . . . Ar	0545	0640	1210	0525	0555	0650	0810
|	|	|	|	0515	0205	0230	Ar PARIS Lv	0440	0510	|	|	|	|	|
|	0310	0155	0225	|	|	|	Ar MILAN Lv	|	0745	0330	0400	0540	0535
0335	|	|	|	|	|	|	Ar AMSTERDAM . . Lv	|	|	|	|	|	|
|	|	|	|	|	|	|	Ar BRUSSELS. . . Lv	|	|	|	|	|	|
|	|	|	|	|	|	|	Ar COPENHAGEN. . Lv	|	|	|	|	|	|

607 Y ③⑤ ⑥	607 D ②④ ⑦	Y - York D - DC-3	608 Y ③⑤ ⑥	608 D ②④ ⑦
0130	0130	Lv LONDON. . . . Ar	1010	1145
0330	0405	Ar DUSSELDORF. . Lv	0500	0535
0600	0650	Ar FRANKFURT . . Lv	0730	0820

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA/QF 776 C⑥	BA/QF 780 SC⑤	BA 980 C③	AI 164 SC⑤	749 Constellation	AI 163 SC①	BA 981 C③	BA/QF 781 SC①	BA/QF 777 C③
2230	2300	0700	0630	Lv LONDON. . . Ar	1935	0720	1700	2320
0005	|	|	|	Ar DUSSELDORF. Lv	|	0535	|	|
|	0105	0900	0835	Ar FRANKFURT . Lv	|	|	1425	2110
|	|	|	1310	Ar ROME. . . . Lv	1535	|	|	|
0300	0350	1125	|	Ar ZURICH. . . Lv	|	0245	1215	1845
1305	|	2240	2025	Ar BEIRUT. . . Lv	0950	1915	|	1015
1915	|	|	|	Ar ABADAN. . . Lv	|	|	|	0640
|	1455	|	|	Ar DAMASCUS. . Lv	|	|	0525	|
|	|	0530	0340	Ar BAHRAIN. . Lv	|	1405	|	|
|	0220	|	|	Ar KARACHI . . Lv	|	|	2205	|
|	|	|	1150	Ar BOMBAY. . . Lv	|	|	|	|
0625	|	1545	|	Ar DELHI . . . Lv	0130	0630	1810	2255
|	1015	|	0700	Ar CALCUTTA. . Lv	1900	|	1210	|
|	|	0020	|	Ar RANGOON . . Lv	|	2300	|	|
1725	1705	|	|	Ar BANGKOK . . Lv	|	|	|	1420
|	|	1015	|	Ar HONG KONG . Lv	|	1800	|	|
|	|	QF 980 ③	|	|	|	QF 981 ③	|	|
|	|	2359	|	Lv TOKYO . . . Ar	|	1730	|	|
|	|	0800	|	Ar HONG KONG .	|	|	|	|
|	|	1615	|	Ar MANILA. . . Lv	|	0930	|	|
2315	2245	|	|	Ar SINGAPORE . Lv	|	|	0615	0930
|	0315	|	|	Ar DJAKARTA. . Lv	|	|	1205	|
1120	1315	|	|	Ar DARWIN. . . Lv	|	|	0635	0125
|	|	0500	|	Ar PORT MORESBYLv	|	2345	|	|
2050	2230	1315	|	Ar SYDNEY. . . Lv	|	1530	2200	1700

Flts QF 980 & 981 TYO-SYD operated by 1049 Constellations.

BA 573 ③④	DC-7F	BA 574 ⑤	BA 578 ⑥
2200	Lv LONDON . . . Ar	2130	1850
2359	Ar MANCHESTER . Lv	F	|
④	|	|	|
0130	Lv MANCHESTER . Ar	F	F
|	Ar GLASGOW. . . Lv	|	|
|	|	|	F
|	Lv GLASGOW. . . Ar	F	F
0815	Ar MONTREAL . . Lv	0415	|
0945	Lv MONTREAL . . Ar	0245	|
1130	Ar NEW YORK . . Lv	0100	0100

Service may be extended to Chicago and Detroit as required and will flag stop at Montreal and Boston

BRITISH UNITED AIRWAYS, LTD.

551 ⑦	551 ⑦	551 ⑦		552 ②	CH98 ① DC-3	552 ②
0100	0100	0100	Lv LONDON. . . . Ar	1900	1900	1900
|	|	|	FRANKFURT . . Lv	1650	1650	1650
|	|	|	FRANKFURT . . Ar	1550	1550	1550
0605	0605	0605	Ar MALTA Lv	1120	1120	1120
0705	0705	0705	Lv MALTA . . . . Ar	1020	1020	1020
1355	1355	1355	Ar KHARTOUN. . . Lv	0300	0300	0300
1455	1455	1455	Lv KHARTOUN. . . Ar	0205	0205	0205
1950	1950	1955	Ar NAIROBI . . . Lv	2130	2130	2130
2120	2120	2120	Lv NAIROBI . . . Ar	1840	1840	1840
0200	0200	0200	Ar SALISBURY . . Lv	1400	1400	1400
|	DC-3	|	|	|	DC-6	|
0425	0400	0315	Lv SALISBURY . . Ar	1230	1245	1300
066	0745	0545	Ar JOHANNESBURG. Lv	1000	0900	1030

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

C-47 ⑦	410C C-47 ⑦	C-47 ⑥	C-47 ③	C-47 ⑥	920C C-82 ④			C-47 ③	921C C-47 ④	C-47 ⑥	411C C-47 ⑦	C-47 ⑦
			0500	0700	0700	Lv	MEXICO,D.F. Ar	1535	1805			2025
			0700	0900	0900	Ar	GUADALAJARA Lv	1335	1605			1825
1500	0800	1000	0730		0930	Lv	GUADALAJARA Ar	1305	1500	1255	1350	1755
	0850					Ar	MASCOTA Lv				1300	
	0920					Lv	MASCOTA Ar				1230	
	0940					Ar	TALPA Lv				1210	
	1010					Lv	TALPA Ar				1140	
1605	1035	1105				Ar	PTO.VALLARTA Lv			1150	1115	1650
			0825		1025	Ar	MAZATLAN Lv	1025	1240			
			0855		1055	Lv	MAZATLAN Ar	0955	1210			
			1205		1405	Ar	HERMOSILLO Lv	0700	0900			
			1235		1435	Lv	HERMOSILLO Ar	2135	0020			
					1555	Ar	MEXICALI Lv		1700			
			1535			Ar	LOS ANGELES Lv	1635				

C-54 ⑦	C-47 ③⑥	C-47 ⑥		C-47 ③⑤	C-47 ⑥	C-54 ①
1300	0700	0700	Lv MEXICO, D.F. Ar	1520	1515	0120
		1000	Ar MONTERREY Lv			
	1040	1030	Lv MONTERREY Ar	1140		
	1125		Ar NUEVO LAREDO Lv		1225	
1630			Ar REYNOSA Lv			2150
1720			Ar SAN ANTONIO Lv			2100
1855			Lv SAN ANTONIO Ar			1925
1945			Ar DALLAS Lv			1835
0020			Lv DALLAS Ar			1400
			Ar CHICAGO Lv			

611C C-82 ④	631C C-47 ⑦	C-54 ②⑥		C-54 ③⑥	610C C-47 ⑤	630C C-47 ①
0700	0700	0700	Lv MEXICO, D.F. Ar	1515	1700	1330
0840	0840	f	Ar VERACRUZ Lv			1150
0900	0900	f	Lv VERACRUZ Ar			1130
1000	0955	f	Ar MINATITLAN Lv		1415	
1020	1015	f	Lv MINATITLAN Ar		1345	
1105	1100	f	Ar VILLAHERMOSA Lv		1300	
1125	1120	f	Lv VILLAHERMOSA Ar	f	1230	f
1210	1200	f	Ar C.DEL CARMEN Lv	f	1145	0940
1230	1220	f	Lv C.DEL CARMEN Ar		1115	0920
1320	1310	f	Ar CAMPECHE Lv		1025	0830
1340	1330	f	Lv CAMPECHE Ar	f	0955	0810
	1440		Ar CHETUMAL Lv			0700
1425		1035	Ar MERIDA Lv	1135	0900	

F = Flatstop - Minimum 1,000 kilos

DELTA AIR LINES (DL)

23 #Ex ⑦①②	27 ⑥	25 #Ex ⑦①	29 #Ex ⑥⑦	C-46			22 #Ex ⑥⑦	26 #Ex ⑦①	24 ②	28 #Ex ⑥⑦①
0400			2330	Lv	NEWARK	Ar	1134			0200
			0015	Ar	PHILADELPHIA	Lv	1103			
			0105	Lv	PHILADELPHIA	Ar	1033			
			0254	Ar	CHARLOTTE	Lv				
			0354	Lv	CHARLOTTE	Ar		0820		
				Ar	MEMPHIS	Lv		0440		
				Lv	MEMPHIS	Ar		0400		
0716		0407	0522	Ar	ATLANTA	Lv	0600	0258		2120
	0900	0545	0650	Lv	ATLANTA	Ar	0432	0133	1806	
		0754		Ar	ORLANDO	Lv		2313		
		0834		Lv	ORLANDO	Ar		2213		
			0818	Ar	NEW ORLEANS	Lv	0120			
			0918	Lv	NEW ORLEANS	Ar	0020			
			1108	Ar	HOUSTON	Lv	2241			
			1158	Lv	HOUSTON	Ar	2201			
		0947		Ar	MIAMI	Lv		2100		
	1208		1323	Ar	DALLAS	Lv	2030		1330	

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EASTERN AIR LINES, INC. (EA)

925 #Ex ⑦①	921 #Ex ⑦①	929 ⑥	L-1049C	930 ①	926 #Ex ⑥⑦	922 #Ex ⑥⑦
	0230	2000	Lv NEW YORK (IDL) . Ar	2220		0755
0500			Lv CHICAGO (MDW) . . Ar		0237	
			CHARLOTTE. . . . Lv		0010	
			CHARLOTTE. . . . Ar		2315	
0722	0455		Ar ATLANTA Lv		2210	0345
0900	0730		Lv ATLANTA . . . . Ar		2101	0237
	0757		Ar MOBILE Lv			0015
	0900		Lv MOBILE . . . . . Ar			2249
	0941		Ar NEW ORLEANS. . . Lv			2207
	1045		Lv NEW ORLEANS. . . Ar			2122
	1207		Ar HOUSTON. Lv			2000
			Ar SAN JUAN Lv			
			Lv SAN JUAN . . . . Ar			
1128		2330	Ar MIAMI. Lv	1700	1830	

Flt.923 will not operate July 4
Flts. 925 & 921 will not operate July 5

Flts. 924,926 & 922 will not operate will not operate July 4

FLYING TIGER LINE (FT)

182 #Ex ⑥⑦	282 #Ex ⑤⑥⑦	282 ⑤	382 #Ex ⑤⑥⑦	382 ⑤	382 ⑥	L-1049	181 #Ex ⑥⑦	281 ①	281 ②③ ④	281 ⑤	283 #Ex ⑥⑦	381 ⑦
			1930	1930		Lv SEATTLE . . . . . Ar		1700	1700			0550
			2020	2020		Ar PORTLAND. Lv						0500
			2125	2125		Lv PORTLAND. . . . . Ar						0430
			2340	2340		Ar SAN FRANCISCO/ Lv						0200
	2000	2000	0100	0100	2300	Lv OAKLAND . . . Ar					1530	0100
t1700	t1700	t1700				Lv SAN DIEGO . . . . Ar	t0800	t0800	t0800	t0800	t0800	
	2130	2130				Ar LOS ANGELES (BUR) Lv		1325	1325		1400	2330
2300	2230	2230				Lv LOS ANGELES (BUR) Ar	0525	0855	0855	0855	0850	
					0725	Ar MINNEAPOLIS/ Lv						
					0755	Lv ST. PAUL. . . . Ar						
0805			1030	1030	0940	Ar CHICAGO (MDW) . . Lv		0455	0455	0455		
0915			1200	1200	1140	Lv CHICAGO (MDW) . . Ar		0345	0345	0345		
t1130			t1130	t1130	t1130	Lv MILWAUKEE Lv		t2200	t2200	t2200		
t0800			t0800	t0800	t0800	Lv SOUTH BEND. . . . Lv		t1800	t1800	t1800		
t0700			t0700	t0700	t0700	Lv GRAND RAPIDS. . . Lv		t1700	t1700	t1700		
			1305	1305	1245	Ar DETROIT (DTW) . . Lv	0015				0345	
			1405	1405	1330	Lv DETROIT (DTW) . . Ar	2345				0230	
			t0700	t0700	t0700	Lv TOLEDO. Lv	t1900				t1900	
1140						Ar CLEVELAND Lv		0310	0310	0310		
1240						Lv CLEVELAND . . . . Ar		0200	0200	0200		
t0800						Lv AKRON Lv		t1830	t1830	t1830		
t0800						Lv BUFFALO Lv		t1600	t1600	t1600		
			1650	1650	1615	Ar BINGHAMTON. . . . Lv						
			1800	1800	1725	Lv BINGHAMTON. . . . Ar						
			t0800	t0800	t0800	Ar ALBANY. Lv						
			t0800	t0800	t0800	Ar ROCHESTER Lv						
t1900	1030	t1900	50730	t0730	t0730	Ar NEW YORK (IDL). . Lv						
1425	t1330	1030	1850	1850	1280	Ar NEW YORK (EWR). . Lv	2230	2359	2359	2359		
			2050		0300	Lv NEW YORK (EWR). . Ar			1800	1800		
t0200	t1500	t1500	t0200	t0200	t0200	Ar PHILADELPHIA. . . Lv	t1900	t2100	t2100	t2100		
						NEW YORK (IDL). . Lv	t1900	t1900	1730	1730		
						HARTFORD/ Lv					0059	
						SPRINGFIELD. . Ar					2345	
			2100		0530	Ar BOSTON. Lv						
			t0930			Ar PROVIDENCE. . . . Lv						

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

INDIAN AIRLINES (IAC)

Douglas Freighter Read Down	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391 ⑤	378
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi ...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv																										0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA .....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN Read Down	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392 ⑤	375
MOHANBARI, Mcpl....Lv																												0855	
BAGDORA Lv																										0615	0925		
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0620
GAUHATI, Kahikuchi ...Ar																												1105	0725
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220																						
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter Read Down	365	363	325 ⑦②③④⑤	327 ①③④⑥	329 ①④⑥	373	373	373 ⑦③④	393
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA .....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN Read Down	394	373 ⑦③④	374	374 ①②⑤⑥	330 ①④⑥	328 ①③④⑥	326 ⑦②③⑤
RUPSI.....Lv	1015						
IMPHAL.....Lv		1210					
SILCHAR .....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					1400		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA Lv							
CALCUTTA .....Ar	1200	1515	1240	1325	1525	1140	1200

IRISH INTERNATIONAL AIRLINES (ALT)

82Mo #Ex ⑥	830 ③	842 ④	822 ②⑤	820 ④⑥	870 ⑥	1011 ⑦	800 ①③④⑤	854 ②	852 ①③④	850 ②	C-47	801 #Ex ②	851 ①④	861 ②	863 ③	821 ④⑥	823 ②③	841 ②	843 ④	831 ③	82Mo #Ex ⑥
2020	1105	1725	1225	1105	1050	1050	1310	1355	1200	1105	Lv DUBLIN. . . . . Ar	1950	1645	1645	1800	1540	1700	2010	2210	1555	2359
					1155	1155					Ar SHANNON Lv										
					1255						Lv SHANNON . . . . . Ar										
					1535		1520				Ar LONDON. Lv	1735									
2135								1530	1335	1240	Ar BRISTOL Lv		1505								
											CARDIFF Lv			1510	1625						
	1230	1900	1340	1220							Ar MANCHESTER. . . . Lv					1420	1540				2240
											Ar BIRMINGHAM. . . . Lv							1835	2025		
											Ar GLASGOW Lv									1430	

INI & CIA. S.A. (INI)

190 ③	C-54	191 ⑦
0800	Lv BUENOS AIRES . . . Ar	2200
1130	Ar SANTIAGO Lv	1630
1230	Lv SANTIAGO . . . . . Ar	1530
1945	Ar LIMA Lv	0615
2100	Lv LIMA . . . . . Ar	0515
0515	Ar PANAMA Lv	2100
0615	Lv PANAMA . . . . . Ar	2000
1215	Ar MIAMI. Lv	1400

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

KLM ROYAL DUTCH AIRLINES (KL)

KL041 DC-3 #Ex ⑦①	SN104 DC-3 # Ex ⑦①	SK052 Curtiss # Ex ⑦①	SR705 Metr. # Ex ⑦①	KL027 DC-3 ③④ ⑥			KL028 DC-3 ③④ ⑥	SR704 Metr. # Ex ⑦①	SK051 Curtiss # Ex ⑦①	SN103 DC-3 # Ex ⑦①	KL042 DC-3 #Ex ⑦①
1525	0345	0350	0410	1315	Lv	AMSTERDAM. . Ar	2100	0300	0220	0245	2135
1730	|	|	|	|	Ar	PARIS. . . . Lv	|	|	|	|	1930
	0445	|	|	|	Ar	BRUSSELS . . Lv	|	|	0140	
		0605	|	|	Ar	COPENHAGEN . Lv	|	0005		
			0605	|	Ar	BASLE/ Lv	|	0100		
			0650	|	Lv	MULHOUSE . Ar	|	0010		
			0720	1605	Ar	ZURICH . . . Lv	1800	2340			

KL066 SC ①	KL062 DC-7F ①④⑥	KL064 SC ③	SC- Super Constellation	KL061 DC-7F ③⑤⑦	KL063 SC ⑥	KL065 SC ①
1000	0500	0300	Lv NEW YORK. . . Ar	1300	1425	0655
|	|	|	MONTREAL. . . Lv	1120	1240	0510
②			MONTREAL. . . Ar	0950	1110	0340
0345	2045	2045	Ar GLASGOW . . . Lv	0335		
0445	2145	2145	Lv GLASGOW . . . Ar	0205	|	⑦
0645	2345	2345	Ar AMSTERDAM . . Lv	0001	0001	1630

KL013 DC-3 ②④⑤	KL001 DC-3 # Ex ⑦①	KL011 DC-7F /SC② ④⑤⑥	KL003 DC-3 ③	KL009 DC-3 ①	SC - Super Constellation	KL002 DC-3 #Ex ⑦①	KL014 DC-3 ②④ ③④	KL008 DC-3 ⑥	KL004 DC-3 ③	KL012 DC-7F/ SC② ④⑤⑥
0130	0445	1505	1530	2045	Lv AMSTERDAM. . Ar	0235	0720	1035	2120	2130
0330	0645	1630	1730	2245	Ar LONDON . . . Lv	0045	0530	0845	1930	2010

KL017 DC-3 ②④⑤	KL015 DC-3 #Ex ⑦	KL021 DC-3 ⑥			KL022 DC-3 ⑥	KL016 DC-3 #Ex ⑦	KL018 DC-3 ②④⑤
1445	1500	1120	Lv	AMSTERDAM. . Ar	2150	2200	2205
|	|	|		DUSSELDORF . Lv	|	|	2100
|	|	|		DUSSELDORF . Ar	|	|	2010
1715	|	|	Ar	NUREMBERG. . Lv	|	|	1815
|	|	|		FRANKFURT. . Lv	|	2000	
|	|	|		FRANKFURT. . Ar	|	1920	
|	1720	|	Ar	STUTTGART. . Lv	|	1820	
|	|	|		LINZ Lv	1800	|	
|	|	|		LINZ . . . . Ar	1715	|	
|	|	1530	Ar	VIENNA . . . Lv	1615	|	

JAPAN AIR LINES

635 ⑦	633 ⑥	631 ③	DC-7F			650 ②	632 ④	654 ⑥
1600	1600	1600	Lv	SAN FRANCISCO. Ar		|	0630	|
|	|	|		SEATTLE. . . . Lv		2345	|	2345
2120	2120	2120	Ar	HONOLULU . . . Lv		|	1950	|
2250	2250	2250	Lv	HONOLULU . . . Ar		|	1720	|
|	|	|		ANCHORAGE. . . Lv		1530	|	1530
|	|	|		ANCHORAGE. . . Ar		1430	|	1430
0940	0940	0940	Ar	TOKYO. Lv		2200	2330	2200

LANICA AIRLINES (NI)

401 ① ④⑥	C-46		402 ① ④⑥
0600	Lv	MIAMI Ar	0530
1015	Ar	MANAGUA Lv	1130

LINEA AEROPOSTAL VENEZOLANA (LV)

262 #Ex ⑦	264 ③			265 ③	263 #Ex ⑦
0600	0500	Lv	MAIQUETIA. . Ar	1630	1500
|	|	Ar	KINGSTON . . Lv	1510	|
|	|	Lv	MARACAIBO. . Ar	1445	|
1300	|	Ar	MIAMI. . . . Lv	|	0700
|	0900	Ar	PANAMA . . . Lv	1100	|

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ② ⑤⑥	C-46		616 ① ③⑤
0600	Lv	MIAMI . . . . Ar	1400
0810	Ar	GRAND CAYMAN. Lv	|
0900	Lv	GRAND CAYMAN. Ar	|
1130	Ar	SAN JOSE, C.R.Lv	0700

LUFTHANSA GERMAN AIRLINES

LH041 #Ex ①④⑦	U.S.A.-Europe Super Constellation	LH040 #Ex ②③⑤	LH040 ⑥
2359	Lv NEW YORK . . . Ar	1155	1550
	MANCHESTER . . Lv		0530
	MANCHESTER . . Ar		0330
1800	Ar FRANKFURT. . . Lv	0100	0100

LH032 #Ex ①	LH030 ③④ ⑤	England Viking Service	LH031 ④⑤ ⑥	LH033 #Ex ①
	2300	Lv FRANKFURT. . . Ar	0715	
0115		Lv DUSSELDORF . . Ar		0710
0325	0145	Ar LONDON Lv	0430	0500

LH036 #Ex ⑦	VIKING Denmark Service	LH037 #Ex ①
2310	Lv FRANKFURT . . . Ar	
	Ar DUSSELDORF. . . Lv	
	Lv DUSSELDORF. . . Ar	0640
0030	Ar HANOVER Lv	
0100	Lv HANOVER . . . . Ar	
0250	Ar COPENHAGEN. . . Lv	0420

LH029 #Ex ①	LH024 #Ex ⑦	LH026 #Ex ⑦	LH020 #Ex ⑦	LH022 #Ex ⑦	VIKING Intra-German Service	LH027 #Ex ⑦	LH024 #Ex ⑦	LH028 #Ex ①	LH021 #Ex ①
			1805		Lv HAMBURG . . . . Ar				0130
			1850		Ar BREMEN. Lv				
			1925		Lv BREMEN. . . . . Ar				
			2000		Ar HANOVER Lv				
			2040		Lv HANOVER . . . . Ar				
0750				1915	Lv DUSSELDORF. . . Ar			0035	
				1945	Ar COLOGNE/BONN. . Lv				
				2030	Lv COLOGNE/BONN. . Ar				
0850			2200	2130	Ar FRANKFURT . . . Lv			2330	2340
	1705	1820			Lv FRANKFURT . . . Ar	2100	2135		
		1915			Ar STUTTGART . . . Lv	2005			
					Ar NUREMBERG . . . Lv		2045		
					Lv NUREMBERG . . . Ar		2000		
	1830				Ar MUNICH. Lv		1915		

MARITIME CENTRAL AIRWAYS (MAR)

591 ②③ ④⑤	514 ②⑤	525 ②③ ④⑤	591 ①	525 ①	
0700	0830	0800	1130	1000	Lv MONCTON
F	0900		F		Ar CHARLOTTETOWN
	1000				Lv CHARLOTTETOWN
	1040				Ar GRINDSTONE
0930			1400		Ar HARMON
		F			Ar SEVEN ISLANDS
		1130		1330	Ar GOOSE BAY

MACKEY AIRLINES

1-X ①④	3-X ②⑤	C-46	2-X ①④	4-X ②⑤
2400	1200	Lv FT. LAUDERDALE . . Ar	1500	1530
	1420	Ar WEST PALM BEACH. . Lv		
	1440	Lv WEST PALM BEACH. . Ar		
	1310	Ar WEST END/ Lv		
	1340	Lv GRAND BAHAMA . . Ar		
	1355	Ar FREEPORT/ GRAND BAHAMA . . Lv		1455
1300		Ar NASSAU Lv	1400	

MALAYAN AIRWAYS (MAL)

122 #	106 #	DC-3
0425	0455	Lv SINGAPORE
0555		Ar KUALA LUMPUR
	0700	Ar IPOH
	0730	Lv IPOH
	0810	Ar PENANG

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down / Read Up	785 ⑥
0500	0500	0500	Lv PERTH ..... Ar	2345
0645	0645		Ar GERALDTON Lv	
0705	0705		Lv GERALDTON ..... Ar	
0900	0900		Ar CARNARVON Lv	
0920	0920		Lv CARNARVON ..... Ar	
			MORAWA Lv	
			YALGOO Lv	
			YALGOO ..... Ar	
		0715	Ar MT. MAGNET Lv	
		0735	Lv MT. MAGNET ..... Ar	
			WILUNA Lv	
		0825	Ar MEEKATHARRA Lv	
		0845	Lv MEEKATHARRA ..... Ar	
		1050	Ar WITTENOON Lv	
		1120	Lv WITTENOON ..... Ar	
1125	1125		Ar ONSLOW Lv	
1200			Lv ONSLOW ..... Ar	
1300	1250		Ar ROEBOURNE Lv	
1350	1340	1220	Ar PT. HEDLAND Lv	
1420	1410	1240	Lv PT. HEDLAND ..... Ar	
1450	1450		Lv DE GREY Lv	
1500	1450		Lv PARDOO Lv	
1550	1540		Lv WALLAL ..... --	
1610	1600		Lv MANDORA ..... --	
		1415	Lv ANNA PLAINS ..... --	
1720	1710	1510	Lv BROOME ..... --	
1815	1805	1605	Ar DERBY Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4 Read Down / Read Up	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
	0400	0400			Lv LONDON...Ar			0945		0945
	0920	0920			Ar ROME.....Lv			0400		0400
	1020	1020			Lv ROME.....Ar			0300		0300
	1510	1510			Ar ATHENS...Lv			②		④
	1610	1610			Lv ATHENS...Ar					
	2000	2000			Ar BEIRUT...Lv			2100		2100
0200			0200	0001	Lv BEIRUT...Ar	1145	1530		1330	
					Ar BAGHDAD..Lv				1130	
					BAGHDAD..Ar				1030	
0715			0715		Ar KUWAIT...Lv	0830			0830	
				0830	Ar DHAHRAN..Lv					
				0930	Lv DHAHRAN..Ar					
				0915	Ar DOHA.....Lv					
				1015	Lv DOHA.....Ar					
				1100	Ar BAHRAIN..Lv		1200			

NATIONAL AIRLINES, INC.

96 #Ex ⑥⑦	98 #Ex ⑥⑦	1049-H Constellation	97 #Ex ⑦①	99 #Ex ⑥⑦
2100	1900	Lv MIAMI. . . . . Ar	0528	1245
		Ar WEST PALM BEACH. Lv	0500	
		Lv WEST PALM BEACH. Ar	0430	
	2000	Ar ORLANDO. Lv		1145
	2100	Lv ORLANDO. . . . . Ar		1045
2200	2130	Ar TAMPA. Lv		1015
2330	2230	Lv TAMPA. . . . . Ar		0915
2400		Ar ORLANDO. Lv		
0100		Lv ORLANDO. . . . . Ar		
0543		Ar IDLEWILD Lv	0130	
	0027	Ar HOUSTON. Lv		0522
	0127	Lv HOUSTON. . . . . Ar		0422
	0539	Ar LOS ANGELES. . . Lv		2210

NORTHWEST AIRLINES (NW)

908 ⑤	998 ⑥	906 #Ex ⑤⑥⑦	912 #Ex ⑥⑦			903 #Ex ⑦	919 #Ex ⑥⑦①	999 ⑥
	2300			Lv	TOKYO . . . . . Ar			0130
	1500			Ar	ANCHORAGE . . . Lv			1800
	1600			Lv	ANCHORAGE . . . Ar			1650
	2305			Ar	SEATTLE Lv			1330
	0100			Lv	SEATTLE . . . . Ar			1215
					MINNEAPOLIS/ Ar	1805	0355	
1600		1150	2205	Lv	ST PAUL. . .			
				Ar	ROCHESTER . . . Lv	1735		
				Lv	ROCHESTER . . . Ar	1705		
1715		1305	2325	Ar	MILWAUKEE . . . Lv	1555		
1755		1345	0010	Lv	MILWAUKEE . . . Ar	1515		
	0945			Ar	CHICAGO Lv		0320	0900
	1045			Lv	CHICAGO (ORD) . Ar		0235	0805
2000		1550	0215	Ar	DETROIT (DTW) . Lv	1505		
2045		1635	0300	Lv	DETROIT (DTW) . Ar	1425		
2350	1425	1940	0605	Ar	NEW YORK (IDL). Lv	1310	0030	0600

OLYMPIC AIRWAYS

⑦	VISCOUNT 800		⑦
0400	Lv	LONDON. . . . Ar	2200
1350	Ar	ATHENS. . . . Lv	1550

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 X	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down / Read Up	2 ①②④⑤	2A ⑤	2B ③⑦	4 X	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND.....Ar					2250	
	0030					Ar SEATTLE - TAKOMA.....Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA.....Ar	1715	1715	1715	2125		0500
			1010	1010	1010	Ar KETCHIKAN (Annette Is.).....Lv	1445	1445	1445			
			1155	1155	1155	Ar JUNEAU.....Lv	1300	1300	1300			
			1300			Ar YAKUTAT.....Lv		F	1000			①②③④⑤⑥
			1330	1240		Ar CORDOVA.....Lv	0820	0820				
0500		1210	1450	1400	1320	Ar ANCHORAGE.....Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160 ⑦	160 ②	162 ②	160 ③	164 ③	160 ⑤	164 ⑤	164/ 162 ②⑦	DC-7F		161 ①	161 ③	163 ③	165 ④	163/ 165 ④	161 ⑤	161 ⑥	161 ⑦	163 ⑦
				1700		1700	1700	Lv	CHICAGO.(ORD). Ar	f1535			1535	1535				
				1815		1815	1815	Ar	DETROIT.(DTW). Lv				1415	1415				
				1945		1945	1945	Lv	DETROIT. . . . Ar	f1330			1330	1330				
				2315		2315	2315	Ar	NEW YORK (IDL) Lv				1200	1200				
							(162) ⑥							(163)				
0300	0300	0400	0300	0300	0300	0300	0400	Lv	NEW YORK (IDL) Ar	1030	0945	0925	0945	0925	0945	0945	1145	0925
f2230					f2230			Lv	BALTIMORE. . . Ar									
f2230					f2230			Lv	PHILADELPHIA . Ar									
						0415		Ar	BOSTON Lv									
	f0500		f0500	f0500		0500	f0600	Lv	BOSTON . . . . Ar	f0955	f0910	f0830	f0910	f0830	f0910	f0910	f1110	f0830
			f0835		f0835			Ar	GANDER Lv	f0845	f0800	f0745	f0800	f0745	f0800	f0800		f0745
		f1925		f1825			f1925	Ar	SHANNON. . . . Lv	0330	f0400	0225	f0400	0225	f0400	f0400	f0543	0225
				f1835		f1945		Ar	GLASGOW. . . . Lv	0215	f0345		f0345	0140	f0345	f0345		
1940	1940		1940	1940	1940	2050		Ar	LONDON Lv	0030	0130		0130		0130	0130	0330	
2300	2330		2330	2330	2330	0030		Lv	LONDON . . . . Ar	2230	2339		2330		2339	2335	0130	
0015	f0043		0045	f0043	f0043	f0145		Ar	BRUSSELS . . . Lv	f2215			2215				0015	
			0130					Lv	BRUSSELS . . . Ar				2140				2340	
	f0045			0045	f0045	f0145		Ar	AMSTERDAM. . Lv	f2220	2220				2220	2220		
				0130				Lv	AMSTERDAM. . Ar		2150				2150	2150		
f0030	f0100				f0100	f0200		Ar	DUSSELDORF . Lv	f2200	f2200		f2200		2200	2200	f2359	
									COLOGNE. . . Lv		f2150				f2150			
0055	0125		0240	0245	0125	0225		Ar	FRANKFURT. . Lv	2030	2030		2030		2030	2030	2230	
0800	0830		0800	0800	0800			Lv	FRANKFURT. . Ar		1910		1910		1910	1910	2110	
0845	0845		0845	0845	0845			Ar	STUTTGART. . Lv		1830		1830		1830	1830	2030	
0915	0915		0915	0915	0915			Lv	STUTTGART. . Ar		1750		1750		1750	1750	1950	
1005	1005		1005	1005	1005			Ar	MUNICH Lv		1700		1700		1700	1700	1900	
f1210								Ar	VIENNA Lv									
		2100					2100	Ar	PARIS. Lv			2300		2300				2300
		2300					2300	Lv	PARIS. . . . . Ar			2055		2055				2055
		0150					0150	Ar	ROME Lv			1800		1800				1800
		0230					0230	Lv	ROME . . . . . Ar					1655				1655
							f0710	Ar	ISTANBUL . . . Lv									
							f0755	Ar	ANKARA Lv									
f1655							f0815	Ar	BEIRUT Lv			f1243		1245				1245
		0815																

When required for reserved cargo of sufficient quantity, the above transatlantic all-cargo services will call at additional cities as indicated by the symbol (f) with its corresponding arrival or departure time. ONE city per flight only between London and Frankfurt. Minimum transatlantic loads required for flag landings are 400 kg. except as noted below: 1000 kg. minimum load to/from Gander.

Ankara 100 kg. Flt. 162④ 2000 kg. Flt. 162⑥; 2000 kg. Flt. 160⑦
Istanbul 100 kg. Flt 162④; 2000 kg. Flt. 162⑤
Beirut 2000 kg. Flt. 162⑤
Baltimore/Washington 1500 kg.
Philadelphia 1000 kg.
Glasgow 500 kg.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ③	DC-7		392 ⑥
0700	Lv	PANAMA . . . Ar	1010
f	Ar	CALI Lv	f
f	Ar	QUITO. . . . Lv	f
f	Ar	GUAYAQUIL. . Lv	f
f	Ar	TALARA . . . Lv	f
1210	Ar	LIMA Lv	0500
0600	Lv	LIMA . . . . Ar	1320
f	Ar	ARICA. . . . Lv	
f	Ar	ANTOFAGASTA. Lv	
f	Ar	LA PAZ . . . Lv	f
1210	Ar	SANTIAGO . . Lv	0900

619 #Ex ⑥	678 #Ex ⑦	DC-4		679 #Ex ⑥	618 #Ex ⑥
	0110	Lv	FRANKFURT. . Ar	2340	
			DUSSELDORF . Lv	2240	
	0250		DUSSELDORF . Ar	2210	
		Ar	BERLIN . . . Lv	2020	
1530		Lv	BERLIN . . . Ar		1850
1640		Ar	HAMBURG. . . Lv		1740

879 #Ex ⑦	DC-7F		878 ③④⑥	878 #Ex ①②
	Lv	LOS ANGELES . . Ar		0540
0355	Lv	SAN FRANCISCO . Ar	0530	0850
0700	Ar	HONOLULU. . . . Lv	1930	1845
1300	Ar	WAKE ISLAND . . Lv	1540	1540
1445	Lv	WAKE ISLAND . . Ar		
1830	Ar	TOKYO Lv	2300	

PAA
U.S.A.—LATIN AMERICA

3433 ①②④⑤	3431 #Ex ④⑤	3401 ⑥	3211 ⑦	3451 #	3299 ②③④			3436 ①	3252 ③④⑤	3434 ②③⑤⑥	3432 ①	3458 #Ex ④⑤	3452 #Ex ⑥⑦	3402 ⑥
					0001	Lv	NEW YORK.	Ar		0750				
0730	0900	1130		2359		Lv	MIAMI	Ar	1600		1355	1700	1705	0250	1500
	1205	1230				Ar	NASSAU.	Lv					1430		1400
				0600	0745	Ar	SAN JUAN.	Lv		0001		1115		2300	
			1115		1645	Lv	SAN JUAN.	Ar							
1440					1800	Ar	CARACAS	Lv			0745				
					1900	Lv	CARACAS	Ar							
			1530			Ar	PORT OF SPAIN . . .	Lv	1000						
					0440	Ar	BELEM	Lv							
					0530	Lv	BELEM	Ar							
					1245	Ar	RIO DE JANEIRO. . .	Lv							
					1345	Lv	RIO DE JANEIRO. . .	Ar							
					2020	Ar	BUENOS AIRES. . . .	Lv							

(PAA)

P393 A②	3511 ②④	3503 ④	3517 ①③	3501 ④	C-54			3502 ③	3512 ③⑤	3504 ⑤	3518 ④	P392 A⑤
			0830		Lv	HOUSTON. . .	Ar				1845	
1100	1100	0900			Lv	MIAMI. . . .	Ar		1335	1530		1605
			1400		Lv	MEXICO CITY.	Ar				1315	
		1700	1730		Ar	GUATEMALA. .	Lv			0930	0930	
				0930	Lv	GUATEMALA. .	Ar	1400				
1505	1635			1700	Ar	PANAMA CITY.	Lv	1000	0900			1200
				1100	Lv	PANAMA CITY.	Ar					
				1730	Ar	CARACAS. . .	Lv					
					Ar	LIMA	Lv					
					Lv	LIMA	Ar					
					Ar	SANTIAGO . .	Lv					

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA/QF 776 C⑥	BA/QF 780 SC⑤	BA 980 C③	AI 164 SC⑤	749 Constellation			AI 163 SC①	BA 981 C③	BA/QF 781 SC①	BA/QF 777 C③
2230	2300	0700	0630	Lv	LONDON. . .	Ar	1935	0720	1700	2320
0005				Ar	DUSSELDORF.	Lv		0535		
	0105	0900	0835	Ar	FRANKFURT .	Lv			1425	2110
			1310	Ar	ROME. . . .	Lv	1535			
0300	0350	1125		Ar	ZURICH. . .	Lv		0245	1215	1845
1305		2240	2025	Ar	BEIRUT. . .	Lv	0950	1915		1015
1915				Ar	ABADAN. . .	Lv				0640
	1455			Ar	DAMASCUS. .	Lv			0525	
		0530	0340	Ar	BAHRAIN . .	Lv		1405		
	0220			Ar	KARACHI . .	Lv			2205	
			1150	Ar	BOMBAY. . .	Lv				
0625		1545		Ar	DELHI . . .	Lv	0130	0630	1810	2255
	1015		0700	Ar	CALCUTTA. .	Lv	1900		1210	
		0020		Ar	RANGOON . .	Lv		2300		
1725	1705			Ar	BANGKOK . .	Lv				1420
		1015		Ar	HONG KONG .	Lv		1800		
		QF 980 ⑤						QF 981 ③		
		2359		Lv	TOKYO . . .	Ar		1730		
		0800		Ar	HONG KONG .					
		1615		Ar	MANILA. . .	Lv		0930		
2315	2245			Ar	SINGAPORE .	Lv			0615	0930
	0315			Ar	DJAKARTA. .	Lv			1205	
1120	1315			Ar	DARWIN. . .	Lv			0635	0125
		0500		Ar	PORT MORESBY	Lv		2345		
2050	2230	1315		Ar	SYDNEY. . .	Lv		1530	2200	1700

Flts QF 980 & 981 TYO-SYD operated by 1049 Constellations.

NORTHERN CONSOLIDATED

57 □	37 □□	F-27B
1015	1015	Lv ANCHORAGE
	1120	Ar McGRATH
	1150	Lv McGRATH
	1240	Ar ANIAK
	1310	Lv ANIAK
1130		Ar KING SALMON
1200		Lv KING SALMON
1220		Ar DILLINGHAM
1250		Lv DILLINGHAM
1340	1345	Ar BETHEL

□ Operates 2nd & 4th Tuesday
□□ Operates 1st & 3rd Tuesday and Aug. 29
Flights return as combination flights

RIDDLE AIRLINES (RD)

201 #	207 #Ex ⑥⑦	401 #Ex ⑥	451 #Ex ⑥⑦	453 #Ex ⑦	301 #	C-46	202 #	402 #Ex ⑥	452 #Ex ⑥⑦	208 #Ex ⑥⑦	454 #Ex ⑥⑦	302 #
	2350					Lv BOSTON . . . . Ar				0850=		
0001	0100					Ar NEW YORK (IDL) . Lv				0745		
	0200					Lv NEW YORK (IDL) . Ar	0505			0645		
	0305					Ar PHILADELPHIA . . Lv				0600		
	0350					Lv PHILADELPHIA . . Ar				0425		
		2300				Lv CHICAGO . . . . Ar		0530				
		0015Ø				Ar INDIANAPOLIS . . Lv		0410Ø				
		0115Ø				Lv INDIANAPOLIS . . Ar		0330Ø				
			2305	0300		Lv DETROIT . . . . Ar			0525		0100	
			0100			Ar CLEVELAND . . . Lv			0530			
			0200			Lv CLEVELAND . . . Ar			0450			
		0350	0420	0630		Ar ATLANTA Lv		0050	0130		2130	
		0450	0520			Lv ATLANTA . . . . Ar		2350	2359			
	0740		0740			Ar ORLANDO Lv			2140	0001		
	0845		0840			Lv ORLANDO . . . . Ar			2040	2250		
			0920			Ar TAMPA Lv			2000			
0405	0950					Ar WEST PALM BEACH Lv						
0435	1020					Lv WEST PALM BEACH Ar						
0510	1055	0755				Ar MIAMI Lv	2300	2030		2130		
					2200	Lv MIAMI . . . . . Ar						0900
					0300	Ar SAN JUAN . . . Lv						0600

Ø IND Sunday Demand Service

= Does not operate IDL-BOS ⑥ or ⑦

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International.....Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
									BARCELONA, Muntadas.....Lv				1200					
									BARCELONA, Muntadas.....Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes.....									
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes.....									
F	F	F		F	F	F	F	F	ARUBA.....									
			0545						Ar MARACAIBO, Gr. De Oro.....Lv						0800			
									MARACAIBO, Gr. De Oro I.....									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia.....Lv	1000	1145	1430	1000	1145		1000	1145	0800

#Ex ⑥⑦	DC-6A
0100	Lv MIAMI
0600	Ar CARACAS

SABENA BELGIAN AIRLINES (SAB)

SN256 ⑥	SN252 ②	SN254 ④	DC-7F	SN251 ②	SN253 ④	SN255 ⑥
2355	2355	2355	Lv NEW YORK . . Ar	1050	1050	1050
1635	1635	1635	Ar BRUSSELS . . Lv	0130	0130	0130

BE499F ②③⑤⑦ V	SN205 ②③ ④⑤	C-47	SN206 ③④⑥	BE500F ②③⑦ V	SN206 ⑤
0540	2215	Lv BRUSSELS . . Ar	0355	0310	0550
0650	0030	Ar LONDON . . . Lv	0205	0205	0400

SN101 # Ex ⑦	DC-3 C-47	SN102 # Ex ⑦
2040	Lv BRUSSELS Ar	0045
2210	Ar PARIS Lv	2320

SN247 ⑦	SN247 ①③	C-47	SN248 ①③	SN248 ⑦
0105	1005	Lv BRUSSELS . . Ar	2330	1345
0630	1530	Ar MILAN . . . Lv	1745	0800

SN103 # Ex ⑦ ①	KL005 # Ex ⑦ ①		KL006 # Ex ⑥⑦	SN104 # Ex ⑦①
0140		Lv BRUSSELS Ar		0445
0245		Ar AMSTERDAM Lv		0345
	0350	Lv AMSTERDAM Ar	0255	
	0635	Ar COPENHAGEN Lv	2400	

SN221 ②④	SN213 ③	SN217 ③⑤	SN215 ⑤	SN211 ⑥	DC-3/C-47	SN214 ③	SN218 ③⑤	SN216 ⑤	SN212 ⑥	SN222 ②④
1525	0635	1325	1055	1155	Lv BRUSSELS. . . Ar	1925	2045	1925	1925	2245
					Ar COLOGNE . . . Lv		1930			2130
					Lv COLOGNE . . . Ar		1845			2045
					Ar DUSSELDORF. . Lv	1820		1820	1820	
					Lv DUSSELDORF. . Ar	1745		1745	1745	
	0855		1315		Ar NUREMBERG . . Lv	1545		1545		
	0925				Lv NUREMBERG . . Ar	1515				
1740		1540	1545	1410	Ar STUTTGART . . Lv		1710		1545	1910
	1155				Ar VIENNA. . . . Lv	1355				

PZ207 ②	PZ209 ④	PZ213 ⑥	PZ205 ⑦	PZ211 ①	PZ203 ⑥	DC-4	PZ206 ②	PZ208 ④	PZ212 ⑥	PZ204 ⑦	PZ202 ③	PZ210 ⑤
				1100	1100	Lv BRUSSELS. . . . Ar					2100	1930
						Ar DUSSELDORF. . . Lv					2030	
						Lv DUSSELDORF. . . Ar					1900	
				1230	1230	Ar BASLE Lv					1800	1800
				1630	1630	Lv BASLE . . . . . Ar					1630	1630
				0001	0001	Ar ISTANBUL. . . . Lv					1100	1100
				0100	0100	Lv ISTANBUL. . . . Ar					1000	1000
1000	1200	1200	2200			Lv BEIRUT. . . . . Ar	0700	0900	0900	1800		
1630	2030	2030	0430	0930	0930	Ar TEHERAN Lv	0330	0330	0330	1430	0430	0430

SAM AIRLINES

999A #Ex ①⑦	999 ④⑥	888 ④⑥	C-46	998A #Ex ⑥⑦	887 #	998 ①④
0330	0300		Lv MIAMI Ar	0430		2000
0900			Ar SAN ANDRES Lv	1000		
			Lv SAN ANDRES Ar			
			Ar CARTAGENA Lv			
		1145	Lv CARTAGENA Ar		1445	
		1215	Ar BARRANQUILLA Lv		1415	1400
		801	Lv BARRANQUILLA Ar		1315	1300
	1150	#	Ar MEDELLIN Lv		1130	
	1250	0600	Lv MEDELLIN Ar		1030	
	1350	0700	Ar BOGOTA Lv		0930	1100
	1445	0800	Lv BOGOTA Ar		0830	1000
	1630		Ar CALI Lv		0715	
		1200	Ar LETICIA Lv			0600

SCANDINAVIAN AIRLINES (SAS)

SK044 #Ex 17	SK069 3 4 6	SK063 #Ex 1 7	SK057 2 4 5 6	SK/BE 747 #Ex 1	SK051 #Ex 1 7	Curtiss	SK070 3 4 6	SK064 #Ex 1 7	SK058 3 4 5 6	BE/SK 748 #Ex 1	SK052 #Ex 1 7	SK043 #Ex 1 7
0550	1515	1200	1540	0435	2305	Lv COPENHAGEN. . Ar	0110	2155	0055	0235	0505	2045
					0120	Ar AMSTERDAM . . Lv					0250	
				0710		Ar LONDON. . . . Lv				0005		
			1920			Ar PARIS Lv			2115			
						Ar FRANKFURT . . Lv		1925				
		1500				Lv FRANKFURT . . Ar		1835				
						Ar STUTTGART . . Lv		1750				
	1925					Ar MILAN Lv	2100					
0750						Ar STOCKHOLM . . Lv						1845

SK/BE Flts. 747 and 748 operates with V-802 Equipment.

SK049 2 5	SK045 #Ex 7 2	Curtiss	SK046 #Ex 7 1
1800	1155	Lv OSLO. . . . . Ar	0820
		GOTHENBURG. . Lv	0715
		GOTHENBURG. . Ar	0615
1945	1340	Ar COPENHAGEN. . Lv	0515

SEABOARD AND WESTERN AIRLINES (SBW)

200 * 3 4 6	100 * 3 4	204 * 2 5	104 Ø 1 3 4	100 * 1	100 * 7 2 5 6	* Constellation Ø DC-4 ≠ C-47	201 * 1 2	101 ≠ 1 2	105 Ø 2 4 5	205 * 3 6	101 ≠ 3 6	203 * 4 5	101 ≠ 4 5
1200	0330	1200		0600	0330	Lv NEW YORK. . . Ar	0900	1035		0900	1100	0900	1035
	1945			2215		Ar SHANNON . . . Lv		0230		0030			0230
	2100		0130	2315		Lv SHANNON . . . Ar		0140	0030	2330			0140
						GLASGOW . . . Lv	0030				0215	0030	
0550	2240			0100	2240	Ar LONDON. . . . Lv	2230	2345			2345	2230	2345
0645	2335			0155	2335	Lv LONDON. . . . Ar	1950	2245			2245	2040	2245
						AMSTERDAM . . Lv						2030	
	0035			0255	0035	Lv BRUSSELS. . . Lv	1840						2235
		0730	0545			Ar PARIS Lv			2200	2200			
		0830				Lv PARIS . . . . Ar				2030			
						HANOVER . . . Lv						1900	
						DUSSELDORF. . Lv	1900						
						COLOGNE . . . Lv	1850						
						HAMBURG . . . Lv						1800	
1000	0300			0530	0300	Ar FRANKFURT . . Lv	1800	2155			2155		2155
	0600			1400	0600	Lv FRANKFURT . . Ar		2120			2120		2120
	0655			1455	0655	Lv NURNBERG. . . Lv		2025			2025		2025
	0800			1600	0800	Lv MUNICH. . . . Lv		1920			1920		1920
	0905			1705	0905	Ar STUTTGART . . Lv		1815			1815		1815
		0900				Ar ZURICH. . . . Lv				1900			

SWISSAIR (SR)

704 DC-3 1 2 3 4 5	DC-6A	705 DC-3 2 3 4 5 6
	Read Down — Read Up	
	Lv NEW YORK .....Ar	
	Ar MANCHESTER Lv	
	Lv MANCHESTER .....Ar	
	Ar BASLE Lv	
	Lv BASLE .....Ar	
	Ar GENEVA Lv	
	Lv GENEVA .....Ar	
	Ar ZURICH Lv	
	Lv ZURICH .....Ar	
	Ar GENEVA Lv	
2310	Lv ZURICH .....Ar	0715
2350	Ar BASLE/MULHOUSE Lv	0640
0020	Lv BASLE/MULHOUSE .....Ar	0610
0300	Ar AMSTERDAM Lv	0340
	Ar STUTTGART Lv	

TRANS-MEDITERRANEAN AIRWAYS (TMA)

120 2 7	108 2 6 7	106 3 4 7	112 2	114 6	102 6	104 7	Yorks DC-4	101 2 3	103 5 6	111 2	113 6	105 3 4 7	107 2 6 7	119 4 7
					0900	2300	Lv FRANKFURT . . . Ar	1530	1530					
					1000	2400 1	Ar BASEL Lv	1430	1430					
					1200	0200	Lv BASEL . . . . . Ar	1330	1330					
					1630	0630	Ar BRINDISI. . . . Lv	0900	0900					
					1730	1730	Lv BRINDISI. . . . Ar	0800	0800					
					2320	1320	Ar BEIRUT. Lv	0400	0400					
0100	0100	0300	0400	0400			Lv BEIRUT. . . . . Ar			2100	2100	1430	1330	1600
			0800	0800			Ar BAGHDAD Lv			1900	1900			
			0900	0900			Lv BAGHDAD . . . . Ar			1800	1800			
		0830	1200	1200			Ar TEHRAN. Lv			1600	1600			
	0730						Ar KUWAIT. Lv					1100		
0730							Ar DHAHRAN Lv						1000	
0900							Ar BAHRAIN Lv							
1030							Lv BAHRAIN . . . . Ar							1600
							Ar DOHA Lv							1230

TACA INTERNATIONAL AIR LINES SA)

525/ 101 ⑦	401 ⑥	801 ①③ ⑤	801/ 101 ②④	DC-4			400 ①	800 ②④	400 ③⑤	400 ⑦	102 ⑥
	0245	0330	0330	Lv	NEW ORLEANS	Ar	1820	1710	1900	1920	
0700				Lv	MEXICO CITY	Ar					1410
|	0715			Ar	BELIZE.	Lv			1505		|
|	0750			Lv	BELIZE.	Ar			1450		|
1025	0915	0900	0900	Ar	GUATEMALA CITY . . .	Lv	1325	1115	1325	1425	1050
1100	1015	1000	1000	Lv	GUATEMALA CITY. . .	Ar	1310	1045	1310	1410	1030
1145	1100	1045	1045	Ar	SAN SALVADOR. . . .	Lv	1225	1000	1225	1325	0945
1320	1210		1210	Lv	SAN SALVADOR. . . .	Ar	1200		1200	1250	
1415	1305		1305	Ar	TEGUCIGALPA	Lv	1115		1115	1205	
1435	1330		1330	Lv	TEGUCIGALPA	Ar	1100		1100	1150	
1530	1425		1425	Ar	MANAGUA	Lv	1005		1005	1055	
1550	1450		1450	Lv	MANAGUA	Ar	0950		0950	1040	
1700	1600		1600	Ar	SAN JOSE.	Lv	0840		0840	0930	

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down		Read Up	900 ①	900 ③⑤
2400	2200	Lv	NEW YORK.....	Ar	0500	0700
0800	0600	Ar	SAN JUAN.....	Lv	2100	2300

TRANS WORLD AIRLINES (TW)

DOMESTIC

595 #Ex ⑥⑦	591 #Ex ⑥⑦	L-1649			594 #Ex ⑥⑦	590 #Ex ⑥⑦
0045		Lv	NEW YORK (IDL) .	Ar	1248	
|	2300	Lv	NEWARK.	Ar	|	1132
0150	|	Ar	PHILADELPHIA. .	Lv	|	|
0305	|	Lv	PHILADELPHIA. .	Ar	|	|
|	|	Ar	WASHINGTON. . .	Lv	1130	|
|	|	Lv	WASHINGTON. . .	Ar	1030	|
0439	|	Ar	INDIANAPOLIS. .	Lv	|	|
0540	|	Lv	INDIANAPOLIS. .	Ar	|	|
0647	|	Ar	ST. LOUIS . . .	Lv	0640	|
0800	|	Lv	ST. LOUIS . . .	Ar	0528	|
0814	|	Ar	KANSAS CITY . .	Lv	|	|
0925	|	Lv	KANSAS CITY . .	Ar	|	|
1245	0424	Ar	LOS ANGELES . .	Lv	|	2250
1355	0555	Lv	LOS ANGELES . .	Ar	|	2135
1538	0738	Ar	SAN FRANCISCO .	Lv	2015	1945

TW INTERNATIONAL

980 ②	980 ④	972 ③⑤	970 ⑥				971 ②	973 ④⑥	981 ③	981 ⑥
0130	0130	0130	0130	Lv	NEW YORK (IDL).	Ar	1000	0920	1020	1205
|	1710	|	|	Ar	SHANNON. . . .	Lv	0235	|	|	|
|	1755	|	|	Lv	SHANNON. . . .	Ar	0150	|	|	|
|	|	1830	|	Ar	LONDON	Lv	|	0030	|	|
|	|	1930	|	Lv	LONDON	Ar	|	2330	|	|
|	|	2125	1955	Ar	FRANKFURT. . .	Lv	2230	2130	|	|
|	|	|	2155	Lv	FRANKFURT. . .	Ar	2055	|	|	|
1905	2015	|	|	Ar	PARIS.	Lv	|	|	0045	0230
2030	2145	|	|	Lv	PARIS.	Ar	|	|	2315	0105
2150	2305	|	|	Ar	GENEVA	Lv	|	|	2155	2345
2250	0005	|	|	Lv	GENEVA	Ar	|	|	2055	2245
|	|	|	2230	Ar	ZURICH	Lv	1950	|	|	2150
|	|	|	2330	Lv	ZURICH	Ar	1850	|	|	2050
|	|	|	|	Ar	MADRID	Lv	|	|	|	|
|	|	|	|	Lv	MADRID	Ar	|	|	|	|
|	|	|	0030	Ar	MILAN.	Lv	1745	|	1945	1945
|	|	|	0130	Lv	MILAN.	Ar	1610	|	1810	1810
0045	0200	|	0305	Ar	ROME	Lv	1430	|	1630	1630

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100			1200	Ar BARILOCHE	Lv		1450		↑	1400
	1145				Lv BARILOCHE	Ar		1405			
	1750		↓		Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

59* #Ex ①⑦⑨	69≠ ⑦Ex ⑧	63≠ #Ex ⑥⑦⑧	75 #Ex ⑥⑦⑧	67≠ #Ex ⑥⑦⑧	71 #Ex ⑥⑦⑧	73 #Ex ⑥⑦⑧	65≠ #Ex ⑥⑦⑧	61≠ #Ex ⑥⑦⑧	53* #Ex ⑦	≠ DC-6A DC7A * DC-6T + DC-6B	66+ #Ex ①⑦⑨	70 #Ex ⑤⑥⑦	70 ⑦Ex ⑧	72 #Ex ⑥⑦⑧	74 #Ex ⑥⑦⑧	60 ⑥ Ex⑧	62≠ #Ex ⑥⑦⑧	64≠ #Ex ⑥⑦⑧	68≠ #Ex ⑥⑦⑧	56* #Ex ⑥⑦⑧
			2220	2120				1210		Lv BOSTON	1210				1800				0852	
	0748		2300	2203						Ar HARTFORD/ Lv									0810	
	0930		0001	2300						Lv SPRINGFIELD Ar									0708	
	0700		0046							Ar NEW YORK (IDL) Lv									0620	
	↓		0200		2330					Lv NEW YORK (IDL) Ar				1112		1525			0500	
										Ar NEW YORK (LGA) Lv		1045								
										Lv NEW YORK (LGA) Ar		0942								
0130		2215				2300				Lv NEWARK	1105	1117	1720		1540			1654		0325
		2259					2110			Ar PHILADELPHIA Lv			1645					1615	0415	
		0010					2302	1450		Lv PHILADELPHIA Ar			1553				1445	1530	0310	
0330				0117			0005	1520		Ar CLEVELAND Lv	0720		1425		1405				0135	
0515				0245						Lv CLEVELAND Ar	0605		1337		1312			1230	0025	
		0130								Ar DETROIT Lv								1143		
		0255								Lv DETROIT Ar										
0550	1205	0406	0405	0320	0135	0100	0040	1555		Ar CHICAGO (MDW) Lv	0340	0600	1115	0730	1050	1130	1110	1035	2200	2330
	1530	0605	0545	0505	0245	0215				Lv CHICAGO (MDW) Ar		0435	0940	0620	0855	1005	0940	0840		
	1720	0755		0655						Ar DENVER Lv						0445	0420	0320		
	1830	0910		0755						Lv DENVER Ar						0358	0320	0220		
		1110								Ar SALT LAKE CITY Lv							0135			
		1200								Lv SALT LAKE CITY Ar							0050			
	2215		1005			0635				Ar LOS ANGELES Lv				2230	0105	0030				
	2330		1140							Lv LOS ANGELES Ar					2340	2300				
	0107	1438	1310		0735					Ar SAN FRANCISCO Lv		2025	0130		2100	2115	2220			
									0600	Lv SAN FRANCISCO Ar										
									0619	Ar OAKLAND Lv										
				1215						Ar PORTLAND Lv								2225		
				1335						Lv PORTLAND Ar								2132		
				1422						Ar SEATTLE/TACOMA Lv								2040		

⑧ -Holidays
⑨ -Days after holidays

1/ Flt 68 terminates IDL on Saturday mornings.

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	↑
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)*

DC-4 ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		①
1610	1620				Ar NICE	Lv		0755		0040
↓	1825				Lv NICE	Ar		0655		↑
	1910				Ar TRIPOLI	Lv		↑		1850
0005					Lv TRIPOLI	Ar				1750
0105	⑤				Ar FORT-LAMY	Lv		2225		
0730	0320				Lv FORT-LAMY	Ar		2110	1800	0930
	0430		0600	0600	-- MOUNDOU	Lv			1635	
	↓		↓	↓	-- MOUNDOU	Ar			1555	
			0800	0800	Ar N'GAOUNDERE	--			↑	
		0615	0850	0850	Lv N'GAOUNDERE	--			1355	
		↓		↓	-- BANGUI	Lv				
					-- BANGUI	Ar	1730			
	0710	0805			Ar DOUALA	Lv	↑	1830		
		0855			Lv DOUALA	--				
		1020		1150	Ar LIBREVILLE	--				
		1100		1315	Lv LIBREVILLE	--				
		1140	1220		Ar FORT-GENTIL	--				
				↓	-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

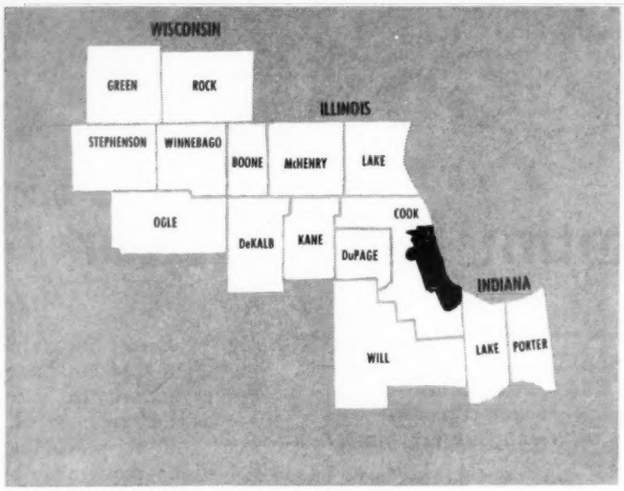
P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
E -Service Temporarily Suspended

CARRIER	MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																						ALL-CARGO							
	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Vickers Vanguard	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL.....	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--
ALITALIA	--	--	61	150	--	40	--	75	--	75	--	75	120	--	--	--	--	--	--	--	150	--	--	--	--	--	--	200	--
AF.....	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	--	185	--	--	200	--	--	--
BOAC....	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CBA	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CO.....	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	--	185	--	--	--	--	--	--
DL.....	-	--	--	150	100	85	--	150	--	--	75	--	120	--	70	--	--	100	--	--	--	--	--	185	--	--	--	--	--
EA.....	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	--	200	--
ELAL....	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	300	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--
JAL.....	--	--	--	--	--	--	--	--	--	200	--	75	120	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200
KLM.....	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	--	205	205	102	300	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	--	300	--
NE.....	--	--	--	--	100	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO.....	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	150	--	--	--	--	--	--	--	--	75	--	75	120	--	--	45	--	--	--	--	--	--	--	--	--	--	--	200	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA....	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	300	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--
SAB.....	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--
SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--
TACA....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	--	--	100	--	--	--	--	--	--	120	--	--	--	70	--	--	--	150	150	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	--	--	--	--	--	--	--	--	--	--	300	--
UA.....	150	--	123	150	--	100	--	150	--	150	150	--	120	--	--	--	--	--	--	--	150	--	--	--	--	200	--	--	200
WA.....	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

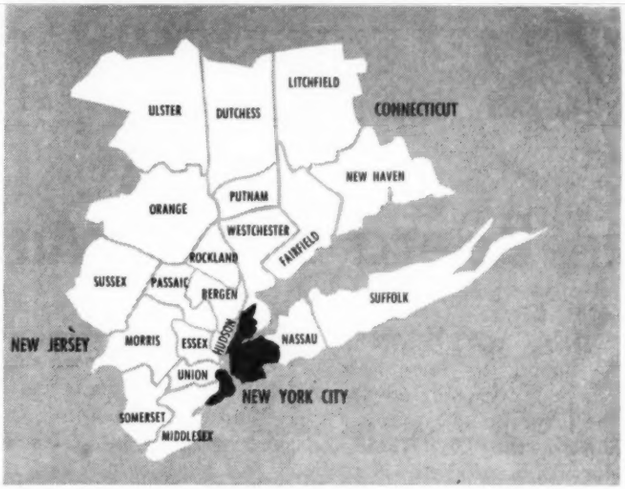
CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																						ALL-CARGO								
	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Vickers Vanguard	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	U.S. and Canadian City Directory																													
AL.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--
AF.....	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	--	2000	--	--	6000	--	--	--	--
BOAC....	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CBA	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CO.....	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	U.S. and Canadian City Directory																													
CU.....	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	--	5000	--	--	--	--	--	--	--
DL.....	U.S. and Canadian City Directory																													
EA.....	--	--	--	200	--	--	--	--	--	--	200	--	200	--	200	200	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
ELAL....	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	--
HAL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	600	--	600	600	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	13000	--
KLM.....	U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
NO.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	300	--	--	--	--	--	--	--	--	200	--	200	300	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	2000	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
OZ.....	U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	1100	--	--	--	--	--	550	--	--	550	550	550	1100	--	--	--	--	--	--	--	--	--	--	--	5500	5500	--	--	5500	--
PI.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	600	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	--	--	500
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--
SAB.....	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--
SO.....	U.S. and Canadian City Directory																													
SR.....	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	--	--	200	--	--	--	--	--	--	500	--	--	--	200	--	--	--	200	500	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--
TT.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	400	--	--	--	400	--	--	--	--	--	--	--	--	--	250	--	250	--	--	--	--	--	--	--	--	--	--	4000	--	--
UA.....	400	--	200	400	--	200	--	400	--	200	200	--	200	--	--	--	--	--	--	--	200	--	--	--	--	6000	--	--	6000	--
WA.....	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET	IN	053	Aerlinte Eireann Tta-Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruise (Kent), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish International Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASA			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Aeriens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	126	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA-Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacion, S. A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	029	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	056, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IP	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslavenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S. A.
LAP			Laide Aereo Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport-MALEV
MAR	MR	022	Maritime Central Airways
ME	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Ollay Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q," S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	325	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	3U		Brealthene South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VH	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguese
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portuguesas, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
UBA	UB	225	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romano-Societice



CHICAGO'S *area—15 counties in three states*



NEW YORK'S *area—five boroughs, 20 counties in three states*

CAB Proposes Extended PU&D Area

The Board has settled on a plan which would enlarge the PU&D area to 50 miles from city centers.

A PROPOSAL to extend the authorized terminal area for pick-up and delivery in connection with air freight has been advanced by the Civil Aeronautics Board in a notice of proposed rule making. The previously accepted "rule of thumb" was 25 miles.

By more clearly defining the geographical pick-up and delivery limits, CAB hopes to assist the industry in planning for air cargo service and at the same time aid its own staff in the administrative handling of pick-up and delivery tariff filings. The Board's action is also designed to give the carriers a more extensive area within which to experiment as to the feasibility of broader pick-up and delivery services.

In arriving at the new limits, CAB discovered that ideally the best practice would probably have been to determine the terminal area for each of the several hundred certificated points "based upon the peculiar considerations applicable to each point." However, the Board ruled out this procedure as "administratively unworkable."

The alternative was the uniform 50 mile standard. "In this regard," the Board said, "it appears that the area of trucking services incidental to air transportation is generally related to distance from the point, and that mileage from such a point is therefor an appropriate means of defining such areas. The actual mileage distance must largely be determined as a matter of reasonable judgment."

The new 50 mile limit will be measured from the municipal center (city hall) of a certificated point. Where a point consists of more than one city, the radius will be measured from the city hall of each of the cities named.

Only exceptions are New York and Chicago, CAB set up special guidelines for these two top cargo generating points.

In the case of New York, the city's terminal area will include the five boroughs of New York City, eight counties in New York State, nine counties in New Jersey and three counties in Connecticut.

The Chicago terminal area will encompass, in addition to the city, 11 counties in Illinois, two counties in Wisconsin and two counties in Indiana.

It was noted that at both Chicago and New York the current tariff filings issued by the scheduled air carriers and major forwarders provide for pick-up and delivery services at places considerably beyond a 50-mile radius.

Under the new system, which was scheduled to go into effect September 25, the Board will allow a carrier to file pick-up and delivery tariffs to include any location with an established zone.

In cases where a carrier desires to include a location beyond such a zone, the proposal is to require that application be made to CAB and notice served upon interested parties. The application would state the reasons why service to the requested location was "deemed appropriate" and would include economic data and other supporting facts. Interested parties would be permitted to contest the filing.

The industry was split over CAB's proposal to change current terminal area policy.

Three of the largest carriers favored complete abolition of any artificial limitation with respect to defining pick-up and delivery area on the ground.

Other trunklines, along with most of the local service airlines, backed CAB's previous policy, but admitted the need for "flexibility."

The air freight forwarders were almost unanimously behind the abolishment of the existing terminal area limitations. ■

CAB

Board Junks Minimum Rate Order

IN AN ACTION which is bound to have far reaching consequences on the domestic air cargo industry, the Civil Aeronautics Board will scrap the minimum rate order, effective October 1. Simultaneously, minimum rates pertaining to assembly and distribution services will be dropped.

All CAB members concurred in the revocation decision, which was penned by Chairman Alan S. Boyd.

CAB's move puts the shipper in a good bargaining position. With the elimination of the minimum rate floor, the regular or volume shipper is now free to bargain or negotiate a rate with the airlines. One thing is fairly certain, domestic cargo rates are due for a dip downward.

Here is a box score of the Board orders revoked and the dockets dismissed by CAB's revocation of the Minimum rate order. Date of the order or docket and CAB number is listed along with the subject matter.

Date	Order No.	Subject
6/2/48	E-1639	16¢/13¢ Minimum Rates
11/12/48	E-2184	Equalization of Teterboro, Newark and New York
4/10/50	E-4048	Directional Rates
9/14/50	E-4606	Directional Rates on Field-Grown Gladioli
11/30/50	E-4890	Indefinite Extension—Directional Rates
12/20/50	E-4954	Multi-Airport Service
8/18/52	E-6698	20¢/16.25¢ Minimum Rates
8/19/52	E-6706	Revised Minimum Rates on Cut Flowers
10/21/53	E-7837	Equalization of Common Points
4/19/55	E-9114	Deferred Air Freight Renewal Case
4/26/55	E-9138	Assembly and Distribution Rates and Rules
11/6/58	E-13140	Assembly and Distribution Rules
3/15/60	Docket 1705-11	Investigation of Minimum Assembly and Distribution Charge Rules—Dismissed
8/19/60	Docket 11728	Domestic Air Freight Rate Investigation—Proceeding Suspended

The Board decision to revoke was based on three crucial considerations.

A Change in Basic Conditions—Imbalance in the competitive relationship between the all-cargo and trunkline carriers was a key factor in the initial decision to establish the minimum rate order in 1948. The Board found that these competitive considerations were no longer warranted "and for this reason alone the order has become obsolete in terms of its original purpose."

In addition, the Board noted that the domestic trunklines now operate sizeable fleets of all-cargo aircraft and no longer urge that the all-cargo level be based upon the added cost of carriage in passenger aircraft.

Stability of Rates—Domestic freight rates were found to be stabilized. The current domestic level, said CAB, "is significantly in excess of the minimum level."

Equipment and Capacity—The Board was of the opinion that the "combination of new aircraft types and ground equipment gives reasonable promise of cost savings to the industry. Failure to tap new traffic sources," the Board continued, "could well result in disaster for individual carriers if, as a result, the increased available capacity is not efficiently utilized."

In an oblique reference to the CL-44 and the Argosy turboprop freighters, the Board said: "It is sufficient that the new equipment is coming into operation and that there is reasonable promise that the equipment will produce economies."

The Board's decision to abolish the rate floor in no way constitutes an open rate situation. Rates proposed by the carriers will still be subject to the Board's power of suspension and investigation.

What it does do is permit a carrier to file a rate below the minimum without first getting formal Board approval.

But the Board put the carriers on notice: "We will subject rate proposals to rigorous scrutiny in accordance with our established rate policies. We do not intend to permit air freight rates to fall below economic levels."

It was stressed that the determination to cancel the minimum rate was not based on any finding that rates should be reduced by some uniform percentage "in all markets and by all carriers."

The Board's revocation action will probably draw a great deal of tariff activity. At AIR CARGO presstime, The Flying Tiger Line was preparing to file its sweeping new tariff.

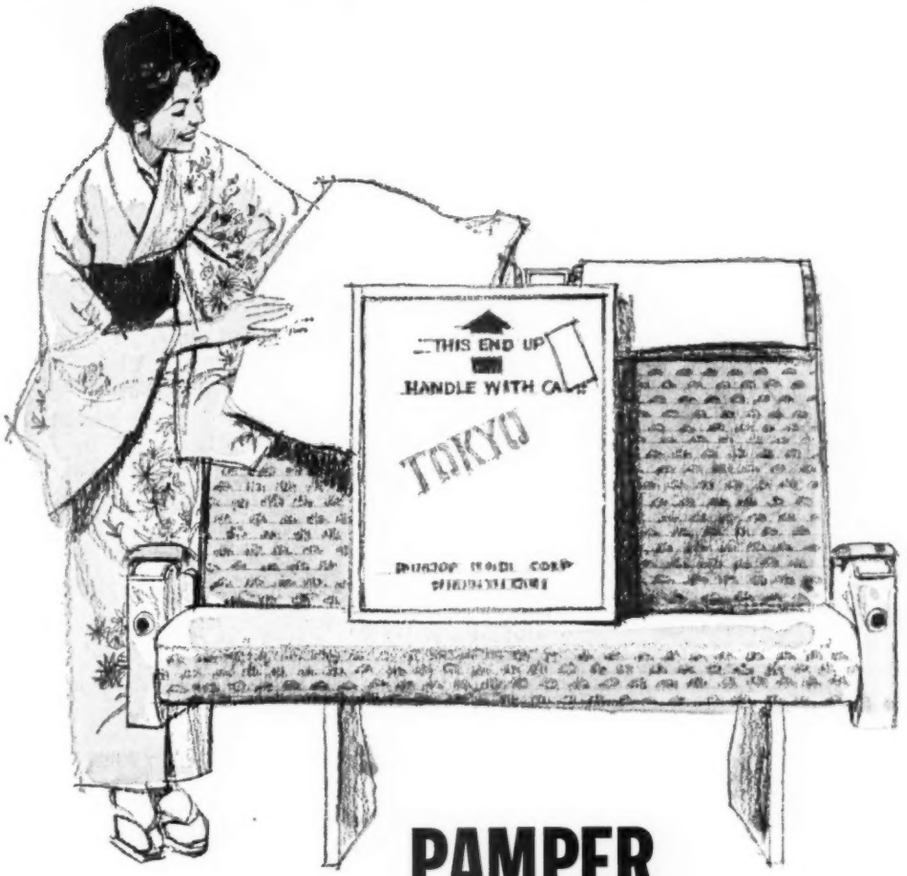
Anticipating a rash of filings and counter filings, the Board is contemplating the use of abbreviated procedures to deal with tariff matters.

Under these procedures, proponents and opponents of freight rate changes would have to be prepared to go to conference and hearing within a matter of days after an order of investigation is issued.

The Board's order even spells out the type of information which would be desirable from the Board's standpoint in judging a major tariff proposal. It was suggested that supporting information cover these four points: (1) the actual volume of traffic and the amount of revenue obtained at the current rate or rates between the points involved; (2) the volume of traffic and the amount of revenue anticipated at the proposed rate or rates between the points involved, and basis therefor; (3) the percentage by which each existing rate is proposed to be increased or decreased; and (4) an explanation of the carrier's over-all rate structure and theory of rates where broad changes of a substantial nature are proposed.

CAB brushed aside proposals for a conference of carriers to establish air freight rates. The agency thought "such a step would constitute a radical departure from established principles, and would raise grave and fundamental questions of policy."

In its opinion, CAB attempted to allay forwarder fears that revocation of



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the minimum rate order would result in lower rates and smaller rate spreads between weight breaks.

Discussing the forwarder implications of the minimum rate order, the opinion points out to the forwarders that the order did not previously provide minimum spreads as such. Under the minimum rate order, CAB notes, the carriers could increase their rates at the higher weight breaks, thereby reducing the spreads available to the forwarders. The same result could also be accomplished by the establishment of specific commodity rates. Thus, the opinion reasons, "whatever protection the forwarders may realize from the existing minimum rate order is merely an incidental result of that order."

The forwarders, concludes the opinion, "will be sufficiently protected by their right to seek suspension and investigation of tariffs proposing reductions in spreads which they believe are unjustified."

CAB Approves Joint Loading When Open To All Parties

A joint loading agreement between Shulman, Inc., and Western Transportation Co., has been approved by the Civil Aeronautics Board, subject to an open end condition. As imposed by the Board this condition will require the two forwarders to admit to the agreement any other forwarder which desires to become a party.

CAB's ruling is the upshot of a legal skirmish waged by Allied Air Freight against the loading pact. Allied complained to the Board that it had tried to join in the joint loading arrangement with the two forwarders but had been refused by Shulman.

Taking cognizance of the Allied complaint, the Board found there was a "competitive disadvantage to rejected applicants." What the Board found significant was the impact of the agreement upon forwarders not parties thereto. "It cannot be seriously questioned," CAB said, "that from a competitive standpoint the excluded forwarder, if he thereby is unable to take advantage of the higher weight-break classifications, is at a serious disadvantage in competing with members of the joint loading agreement."

Conclusion was that the serious disadvantages to non-party forwarders and to the public resulting from the "closed-end" pact between Shulman and Western far outweighed any advantages to the parties. Moreover, said CAB, "admittance of Allied to the agreement should result in that forwarder's increasing its participation in the market, thus bringing to the joint loading operations more traffic and possible weight-break advantages."

The Board did not, however, rule out the possibility of exceptions to its "open-end" edict. Specifically mentioned were cases where a joint loading agreement among small forwarders would be disrupted by the admission of a very large forwarder. In these cases, the Board said it would "give consideration to the special factors which might justify an exception to the open end principle."

North Atlantic Rates Backed By CAB

The North Atlantic rate agreement which went into effect on September 1 has been endorsed by the Civil Aeronautics Board. After considering a number of views elicited from members of the air cargo community, CAB found the new rates warranted approval as a "significant step" toward broadening the cargo market on the North Atlantic.

However, the Board was not entirely satisfied with the pact which it described as falling short of announced criteria in certain respects. Special criticism was directed at the absence of weight breaks above the 1000 kilogram level. Complaining of the narrow rate spread, CAB said: "To this extent, maximum development of the large volume business in scheduled service may be impeded."

At the same time, CAB found that "the structure provides a number of break points up to the 1000 kilogram level which should afford the forwarders a considerable degree of flexibility for profitable consolidation within this span of volume and, in our opinion, an economic opportunity to develop new traffic."

CAB treated the subject of specific commodity rates gingerly. "It would appear," said the Agency, "that the agreement does, in fact, retain specific commodity rates which may well encompass a greater proportion of the total market than the Board envisaged. However, we do not believe that primary reliance upon the general cargo rate scale will be undermined to a critical extent since in a number of instances the rates for specific commodity items which are retained are set at levels exceeding the higher volume general cargo rates."

The Board also found added hope in the fact that a number of higher volume rates were provided within the specific commodity rate structure itself. "Rate spreads conducive to consolidation will be available," said CAB, "for a considerable portion of the cargo for which commodity rates are provided, although the size of the rate spreads is more limited than would be the case were there no such specific commodity rates."

The Board backed the prohibition of westbound charter flights to the forwarders. Describing its decision as a "close one," CAB was of the opinion that "the opportunities afforded under the agreed rate structure are of sufficient potential to lessen materially their need for charter availability."

Eastbound charter authority was not affected. Forwarders will still be free to charter aircraft in this direction.

Anticipating a storm of forwarder protest on the westbound ban, CAB promised to keep a close watch on the situation "both as to the effectiveness and efficiency with which the rate structure serves the market . . ."

The forwarders were quick to blast the Board's endorsement of the rate agreement, especially the ban on westbound charters.

A spokesman for the Air Freight Forwarders Association termed the abolition of westbound charter rights "incredible." The Board has stripped itself of an effective opportunity to move the International Air Transport Association carriers toward a volume cargo structure, he said.

In a letter to CAB, Air Express International Corp. expressed its "strong disappointment" on the prohibition of westbound charters. The large New York based forwarder wrote: "We believe the Board has given away, without adequate compensation therefor, an important concession which might have been useful in obtaining a satisfactory rate structure the next time the subject of North Atlantic cargo tariffs arises . . . It is regrettable that the Board has seen fit to remove the only remaining area of free rate competition in the westbound transatlantic cargo market."

Florida-Mexico Route Goes To Pan American

Pan American World Airways has been chosen by the Civil Aeronautics Board to operate a new Florida-Mexico City route. PAA was picked over Eastern and National airlines to operate the route which extends between the coterminals Miami and Tampa and the terminal Mexico City via the intermediate Merida, Mexico.

In awarding Pan Am the route, the Board imposed a condition that the carrier must make a mandatory stop at Merida on all flights operating between Miami or Tampa on the one hand, and Mexico City on the other.

CAB noted that the extension of Pan American's system from Merida to Mexico City would provide one-carrier service, via Miami, between Mexico City and the many Caribbean points

which PAA presently services, including San Juan, Nassau, Jamaica, and Haiti.

In addition, CAB said the new route would enable Pan Am "to provide direct one-carrier service between Mexico City and Europe via Miami when the carrier's San Juan-Southern Europe route is activated. For Tampa," said the Board, "Pan American could provide single-carrier service not only to Mexico, but also to Central and South America by on-line connections at Merida or Mexico City."

Boyd Calls On Civic Groups To Coordinate Presentations

A request that state and local authorities coordinate presentations of petitions or arguments in formal proceedings before the Civil Aeronautics Board has been made by CAB Chairman Alan S. Boyd.

Speaking before the West Virginia Aviation Seminar in Elkins, Boyd said that state aviation commissions "can be of tremendous assistance to the Board" by consolidating briefs from the state, county, city or town, into a single written presentation.

"The state governments often are not aware of the repercussive effects of their decisions in matters pertaining to airline companies," Boyd said, and "for that reason we are hopeful that the state governments will not take action which may be contrary to that taken by federal government . . ." He said that CAB views the "over-all picture, and at the same time has the duty to see to it that service is rendered to the communities of every state consonant with public interest." In the case of subsidized airlines, he said: "We know what funds are available for them and how far we can go to assist them."

Boyd added, however, that he was not implying that the states disband their aviation commissions and rely entirely on the Board to protect their interests. "To the contrary," he said, "we need good economic statistics from all over the country . . . good analyses of potential traffic, and information on highway and airport planning." In order to reduce the subsidy requirements "We must rigorously pursue our Use-It-or-Lose-It policy, our class rate subsidy scheme and other policies designed to insure economical operation on the part of local service carriers," Boyd added. "It is our earnest hope," he said, "that state and local authorities will assist us to maintain" a balanced industry operation by not requiring interstate carriers to provide intrastate services "which will be destructive of carrier economics and our national program, or to require trunk carriers to serve points more appropriately and economically served by local service carriers . . ."

Renewed Permits Proposed For Two Argentine Carriers

Two Argentine airlines—Aerolineas Argentinas and INI & CIA, S.A., Aerolineas—have been recommended by Civil Aeronautics Board examiners for renewal of foreign air carrier permits authorizing service to the U.S.

Initial examiner's decision favored Aerolineas Argentinas for a three year permit authorizing a route between a point or points in Argentina, and the terminal New York via the intermediates Sao Paulo, Rio de Janeiro, Belem, Port of Spain and Havana.

INI would be renewed for three years between a point or points in Argentina and the terminal Miami via the intermediates Sanitago and Antofagasta, Lima, Guayaquil, and Panama City.

CAB Sets Minimum Rates For Quicktrans Service

Minimum rates covering the movement of Quicktrans traffic have been established by the Civil Aeronautics Board. The rate floor was revealed in a CAB exemption order authorizing Slick Airways and Capitol Airways to perform certain Quicktrans operations. It reiterates CAB's intention to regulate domestic Military Air Transport bidding practices.

Established were base rates per aircraft mile of: 204.9¢ for DC-6A, 136.6¢ for DC-4 (Part 1A), 126.2¢ for DC-4 (Part 1B) and 85.8¢ for C-46.

The Parts 1A and 1B refer to Slick's contract. The DC-4 operations under Part 1A of the carrier's contract are in substitution for DC-6A services during the period in which Slick is modifying the aircraft. The DC-4 operations under Part 1B are scheduled throughout the entire fiscal year.

In setting up the Quicktrans rates, CAB announced that they would be the object of continued study in the coming months. It was anticipated, however, that there would be no modification of the rates until the end of the fiscal year, July 1, 1962.

Further Board action on both domestic and international military rate floors was momentarily expected at presstime. In the mill are CAB's interim rate floor for Logair operations as well as long range plans covering the entire MATS bid program.

New AEI Tariff Offers Nine Weight Breaks

A set of weight levels designed to save shippers up to 70% over existing air freight rates has been filed by Air Express International Corp. The AEI tariff contains more than 100,000 through air freight rates covering exports to and imports from markets in Europe, Africa, the Middle East, India and Pakistan.

Specifically the tariff offers progressively lower rates for most shipments weighing under 25 pounds. In addition, new rates are offered for shipments having minimum weights of 25, 50, 100, 220, 550, 1100, 2200 and 16,500 pounds.

Alvin B. Beck, president of AEI,

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feels the new tariff will be of major importance to shippers and buyers whose merchandise, regardless of size or weight, cross national boundaries. Said Beck: "The AEI tariff is our contribution to the problem of how to bring nearer the day of the breakthrough in air freight. In contrast to the tariffs published by the airline members of the International Air Transport Association, which contain seven weight breaks for North Atlantic shipments, the AEI tariff features nine weight levels."

Foreign Permit Authorized For Peruvian Airline

A temporary foreign air carrier permit has been issued to Compania de Aviacion "Faucett," S.A. by the Civil Aeronautics Board. The permit authorizes service for five years over a route between a point or points in Peru and the terminal Miami via Panama City.

CAB noted that the permit was in the public interest "in view of the obligations assumed by the U.S. under the Air Transport Agreement between the U.S. and Peru and the increasing trade between the two countries."

Transportation Census Draws Industry Backing

An all-encompassing transportation census which would include an analysis of the air freight market in the U.S. is now being considered by the House Post Office Committee. The study has received solid backing from the entire transportation industry.

Although authorized since 1948, the study has never gotten off the ground because Congress has failed to appropriate the necessary funds.

Both the Kennedy Administration and the transportation industry would like to see a 1963 Census, followed by similar polls every five years as now authorized by law. The cost of the proposed 1963 sampling would run about $2 million.

The census proposal rallied an enthusiastic response from the airline industry and the Civil Aeronautics Board. Both stressed the need for more comprehensive air cargo information.

Testifying before the Census Subcommittee of the House Post Office Committee, CAB Statistics Chief, Warner H. Hord cited a compelling need for more information on commodity movements. "The Board," he said, "has not had available the comprehensive information required for full consideration of the need for various services proposed for the movement of commodities by air.

CAB BRIEFS

Tasman Empire Airways Ltd. has been issued a foreign air carrier permit for a route between a point or points in New Zealand and Tahiti via the Fiji Islands and the Cook Islands. TEAL was authorized for a period terminating June 30, 1962.

Aerovias Sud Americana has been cleared to suspend service temporarily at Bogota, Colombia until August 31, 1962.

United Air Lines and **Eastern Air Lines** have been directed by CAB to serve Greensboro/High Point/Winston-Salem, N.C. through Greensboro's Friendship Airport. The CAB move implements a policy to consolidate service at a single airport to meet the needs of nearby communities, instead of continuing service to separate airports.

National Airlines has been allowed to serve St. Petersburg-Clearwater through Tampa International Airport.

CAB CALENDAR

OCTOBER

Oct. 3—**Sourdough Air Transport Certificate Renewal Case,** hearing, tentative (Docket 12026).

Oct. 4—**Trans-Texas "Use It or Lose It" Investigation,** prehearing conference, (Docket 12538).

Oct. 4—**Reopened Large Irregular Air Carrier Investigation,** oral argument, (Docket 5132 et al).

Oct. 10—**Reopened Large Irregular Air Carrier Investigation, (Air Cargo Express),** hearing, tentative (Docket 5132 et al).

Oct. 10—**Empresa Guatemalteca-Renew and Amend Foreign Permit,** hearing, tentative (Docket 12471).

Oct. 10—**Southern Airways "Use It Or Lose It" Investigation,** hearing, tentative (Docket 12429).

Oct. 16—**New York-Jamaica Nonstop Case,** hearing, tentative (Docket 12817).

Oct. 17—**Washington, D.C. Helicopter Case,** hearing tentative (Docket 11941 et al).

NOVEMBER

Nov. 8—**Frontier Airlines "Use It Or Lose It" Investigation,** hearing, tentative (Docket 12078).

Nov. 27—**California Floral Traffic Conferenec Re Certain Tariffs on Cut Flowers,** hearing, tentative (Docket 11022).

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PEOPLE

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Oskar A. Olofsson has been appointed New York regional sales manager for Airborne Freight Corp. An old hand in the air cargo industry, he was formerly with an international air carrier, and has been with Airborne and its subsidiary firms since 1957.

Olofsson will be responsible for domestic as well as international sales in the New York area. His appointment was made in line with the complete integration of Pan Maritime Cargo Service, previously a subsidiary company, into Airborne.

Meanwhile, on the West Coast, **L. M. "Les" Greening,** a 22-year cargo veteran has joined Airborne as regional sales manager for the Pacific Northwest. Greening will make his headquarters in Anchorage, Alaska, where he will coordinate Airborne's sales activities in Alaska, Washington, and Oregon.

Seaboard World Airlines has tapped **Richard A. Fitzgerald** to head all activities in Washington, D.C. Commenting on Fitzgerald's election as vice president, SWA's president Richard M. Jackson said: "The greatly enlarged activities of the company in the carriage of commercial and military cargo, resulting largely from the recent introduction of transatlantic service with the new swingtail turbo-prop CL-44 airfreighter necessitated the addition of an experienced executive to assist in handling the company's affairs in the nation's capital."

Moving from East to West Coast, **Richard L. Myer** is now settled in his post as cargo sales representative for British Overseas Airways Corp. in Los Angeles. Myer moved to the West Coast from New York where he has been on the BOAC cargo sales force for the last five years.

In line with an intensive sales campaign in the Pacific, British Overseas Airways Corp. has boosted **Paul Bewshea** to manager, Pacific services. It will be a dual responsibility for Bewshea who will continue his duties as sales adviser to BOAC's manager, U.S.A.

In the Pacific, Bewshea will oversee the liaison between BOAC sales staff in this country and staff on the eastern route at Tokyo and Hong Kong. In addition, he will head up Pacific sales drives.

Two senior executive promotions have been made by ABC Air Freight Company. **Sidney Kreps,** formerly vice president, has been boosted to executive vice president. **Lawrence Rein,** previously general sales manager, was named vice president in charge of sales.

An assignment of personnel "for the specific objective of developing revenue in excess of $35 million for the 1962 fiscal period" has been announced by Riddle Airlines.

In the realignment, **Robert M. Hewitt,** Riddle president, will assume responsibility of directing sales to attain the desired revenue. Other changes name: **H. K. Howard,** senior vice president in charge of all operations except scheduled air freight which is under the direction of Charles L. Hood; **D. E. Howard,** vice president of maintenance and engineering; **J. V. Dillard,** vice president of flight operations; **H. R. Donaldson,** vice president in charge of military contracts; **R. H. Schwank,** director of purchasing; and **J. D. MacDonald,** assistant to the senior vice president.

In a simultaneous announcement, Hewitt told employes that the company's diversification program into mil-

itary contracts and into other commercial business was "now in high gear and operating at substantial profit."

The promotion of **Gerald Clark,** station manager at Yakutat, Alaska, to assistant cargo supervisor in the Seattle-Tacoma area, has been announced by Pacific Northern Airlines. Clark has been with PNA since 1953. He was replaced at Yakutat by **John D. Morris.**

A host of new cargo sales representatives have been appointed by Japan Air Lines. Their names and location are: **John J. Sullivan,** Boston; **K. Ishikawa,** Chicago; **Orlando D. Garcia,** New York; **William S. Carroll,** New York; **Robert L. Hindmarsh,** Cleveland; **Eugene "Buz" Whalen,** Detroit; **Philip Robert Brady,** San Francisco.

In a separate development, **Shigeo Kameda,** formerly JAL's district manager in Los Angeles, moves up to general sales manager North and South America. He will be based in JAL's American region headquarters in San Francisco.

Antonio Ortiz, Jr. has been named to fill the district sales manager's slot on the West Coast by TACA International Airlines. He will be located at 354 South Spring Street, Los Angeles 13, Calif.

Recent promotions at REA Express name: **James A. Warren,** assistant to the president; **Harold F. Wiegert,** Alaskan manager; **Joseph A. Papa,** assistant vice president system operations; and **Charles H. Campbell,** vice president Mountain Pacific Region.

The New York staff of Pakistan International Airlines has been increased to include: **Gilbert Phillibа** as cargo manager and **Mrs. Margaret Hallowell** as assistant cargo manager.

The Flying Tiger Lines has realigned sales responsibilities in the Midwest and Eastern regions.

Paul Finazzo, who was Midwest regional sales manager, has moved to New York to head up the Eastern region. **John McAdams** has left his district sales manager's post at Boston to assume the Midwest Regional sales manager's slot in Chicago. **Leo Stevens** replaces McAdams as Boston manager.

In other changes, **Larry McFarland** formerly at Hartford-Springfield and Burbank has transferred to Newark as district sales manager. **Joe Ryan,** who was Eastern regional sales manager, returns to Portland as district manager, succeeding **Bob Hendricks** who becomes assistant district sales manager at Burbank.

The new U.S. information and traffic promotion office opened in New York by the Polish Airline LOT is being directed by **Anthony Czarnota.** Located at 11 West 42nd Street, Czarnota will be responsible for all agency and interline contacts in the U.S. and Canada.

Garland R. Morrell has been named to the post of district manager, Boston, by Air Express International Corp. Morrell moved to Boston after having served as AEI's district manager in Oklahoma City.

Harrison J. Spencer is Varig Airlines' resident sales representative in Indianapolis. Spencer was transferred by the carrier from Kansas City in line with the expansion of Varig's Midwest sales organization.

At Civil Aeronautics Board, **W. Fletcher Lutz, Jr.** has been named deputy director of the Bureau of Economic regulation; and **Kermit W. Day** has been appointed chief of the management division, office of administration.

Hal Heagney is in charge of Alaska Airlines' new regional sales office in San Francsico. He will represent his carrier in five states—Nevada, Idaho, Utah, Wyoming and Colorado—in addition to Northern California.

Appointment of **Russel W. Desmond** as assistant to the station manager for sales in Bangkok, Thailand has been announced by Civil Air Transport. Desmond will be responsible for expansion of sales activities in Bangkok, Laos, Malaya and Singapore.

Philip S. Hill has been named president of Hyster Company, succeeding **Earnest G. Swigert** who was appointed chairman of the board of directors and chief executive officer of the company.

At the same time, **Harvey N. Black** was boosted to senior vice president. Black, who was previously vice president of the company, will also continue on as secretary and treasurer.

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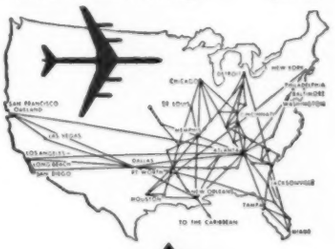

DELTA
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GENERAL OFFICES: ATLANTA, GEORGIA

Carrier Round-Up

Arctic Char, a tasty fish caught in Canada's northern waters, are being flown regularly from Goose Bay to Montreal by **TRANS-CANADA AIR-LINES.** For shipment, the fish are chilled to 30 degrees F., and packaged in polyethylene to retain freshness and flavor. By air freight, TCA says, the fish move from water to retail counter in less than 72 hours.

In a $36 million jet expansion program, **DELTA AIR LINES** has ordered four additional Convair 880s and three DC-8s for delivery in 1962.

PACIFIC NORTHERN AIRLINES, in the first six months of 1961, flew 2,456,607 revenue ton miles of air freight for a 50% gain over the same six months in 1960. Mail was up 52% to 1,009,704 revenue ton miles.

CALIFORNIA AIR FREIGHT CORP., a Part 45 carrier headquartered in Burbank, Calif., has appointed **AIRBORNE FREIGHT CORP.** as general agent. Charter arrangements with California Air Freight can now be made through any Airborne office.

As part of a continuing expansion program, **BRITISH OVERSEAS AIRWAYS CORP.** has opened new sales offices in Los Angeles and Hartford, Conn. Additional offices will be opened in Newark on October 30 and Honolulu, November 6.

BOAC's expansion is paying off. The carrier, in June experienced a 70% increase in export freight from U.S. points over the same month in 1960. Inbound cargo was up 80%.

W. O. Greenway, BOAC's U.S. cargo sales manager, attributed the upswing to three major factors: (1) BOAC's larger share of cargo on New York-Bermuda-Nassau-Caribbean routes; (2) DC-7F service on the North Atlantic route; and big freight increases on BOAC's transpacific service to Tokyo and Hong Kong.

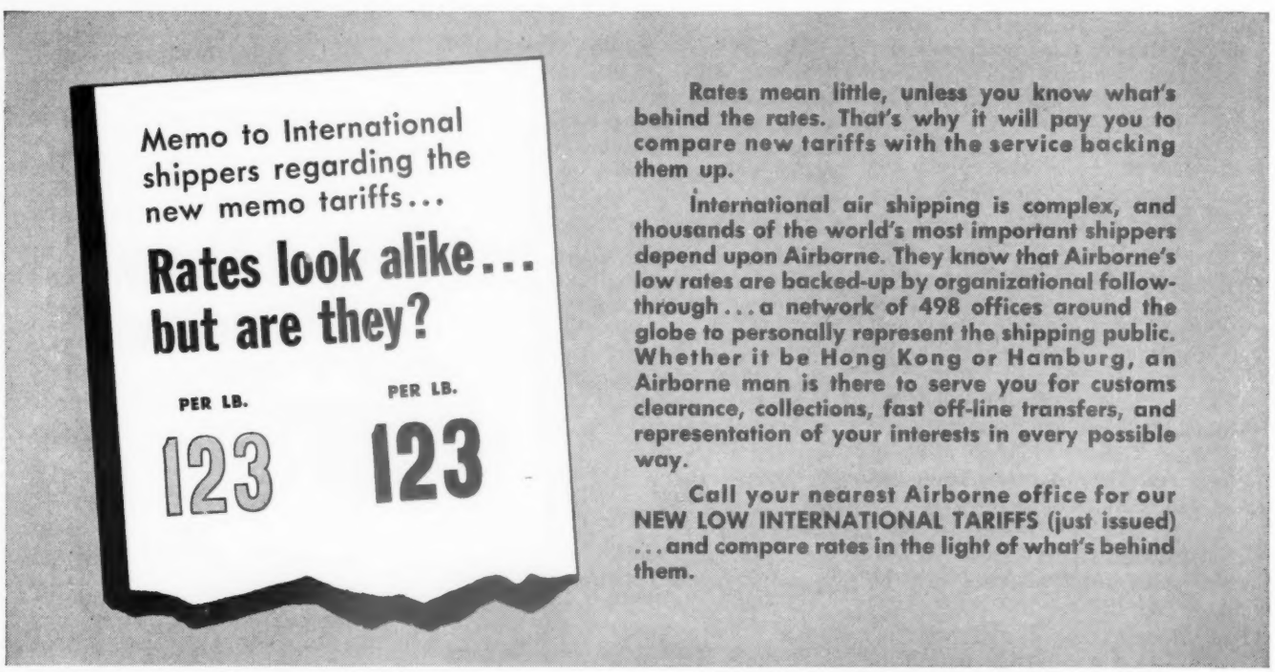
In a separate development, BOAC has sold its shares in **MIDDLE EAST AIRLINES.** As a result, MEA becomes a completely independent Lebanese airline.

Regular shipments of papayas are being carried between Honolulu and Portland by **PAN AMERICAN WORLD AIRWAYS.** Shipper Shozo Tadaki, manager of Famers Hawaii Ltd., predicts that he will have no trouble boosting the 20,000 pounds of papayas he now ships per month to a goal of twice that figure every week.

AIR INDIA is considering additional sales offices in Detroit, Kansas City, Miami, Atlanta, Boston, San Francisco and Denver.

Volume of air freight carried by **NATIONAL AIRLINES** out of New York in July was 24% above the same month last year. Total cargo carried to all destinations from New York's Idlewild and Newark airports reached 702,-339 pounds. Air Express shipments during the month increased 24% to 73,260 pounds.

Firms located in the industrial estate at **SHANNON FREE AIRPORT** shipped a new high of 242,000 pounds of cargo in June. Authorities are estimating shipments from the estate totaling 4.4 million pounds of cargo in 1961.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LAKE CENTRAL AIRLINES now serves Columbus, Indiana. The city is being served on a route between Cincinnati and Chicago, via Bloomington and Terre Haute, Ind. and Danville, Ill.

During the fiscal year ending March 31, **BRITISH EUROPEAN AIRWAYS** recorded 16,601,189 ton miles of freight, up 15.4% over the previous fiscal year. Mail ton miles reached 4,215,066 for a 5.3% gain.

TAROM, the Rumanian Airlines, has opened a twice weekly Bucharest-Vienna-Frankfurt service.

New through-plane service between the Pacific Northwest and New England is being offered by **THE FLYING TIGER LINE.** Initial schedules call for a 7:30 a.m. departure from Seattle, and 9:45 p.m. from Portland, with direct service to San Francisco, Chicago, Detroit, Binghamton, Newark and Boston.

PANAGRA has begun direct DC-8 jet service to Quayaquil, Ecuador. Initial schedules call for one flight a week operating between New York and Guayquil via Miami and Panama.

Expanding its Canadian sales organization, **VARIG AIRLINES** of Brazil has opened a new district sales office in Toronto. Murray Elliott has been named to head the new office which is located at 57 Bloor Street.

CHANNEL AIR BRIDGE, British independent, will soon receive three more DC-4s converted to the noseloading Carvair configuration for ferrying automobiles. The aircraft were purchased by Channel Air Bridge from Resort Airlines.

The carrier already has one Carvair in service and hopes to introduce a second by the end of the year with a total of four flying next year. Conversion of the DC-4s to Carvair configuration is being done by Aviation Traders (Engineering) Ltd.

It is reported that the Federal Aviation Agency has been looking at the conversion for possible certification for use in the U.S.

Delivery schedule for **IBERIA AIR LINES'** four Caravelle jets is: one in January, one in March, and two in April, 1962.

SABENA BELGIAN WORLDS AIRLINES has ordered two more Boeing 707 jets to augment services on routes to Canada, the U.S., Mexico and Africa. Deliveries will be made next spring.

JAPAN AIR LINES has taken delivery of its first Convair 880M jetliner. Two more of the jets will be delivered to JAL next year.

Nonstop Boeing 720B jet service between Los Angeles and Salt Lake City has been started by **WESTERN AIR LINES.**

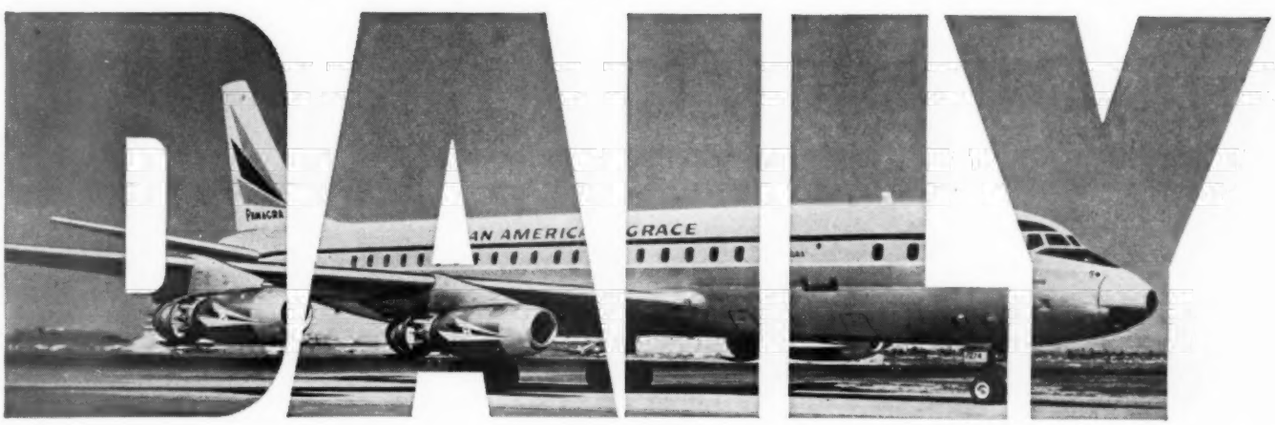
SCANDINAVIAN AIRLINES SYSTEM has purchased a 75% interest in **GREENLAND FLYING COMPANY** from the Danish government.

Three additional Boeing 720B jet aircraft have been purchased by **NORTHWEST AIRLINES,** bringing the carrier's total Boeing 720B fleet to nine. The three additional aircraft will be delivered to NWA in October, November, and December.

A 15 year share holding agreement between **BRITISH EUROPEAN AIRWAYS** and **ALITALIA** has ended. BEA shares in the Italian carrier have been acquired by the principal shareholders in Alitalia.

The shareholding agreement was replaced by a five year commercial agreement between the two airlines which is designed to continue the development of air services between Britain and Italy.

SHIP VIA PANAGRA JETS



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New Products and Processes

New Ink Speeds Marking On Non-absorbent Surfaces

A new ink which permits users to address multiple shipments on coated or painted cartons or on glossy labels and tags with a handprinter and a stencil has been developed by Weber Marking Systems Inc. Weber says that the combination of the ink and handprinters end a long search for a marking system for multiple markings on non-porous materials.

For years, industry has been limited to certain products for marking jobs such as rubber stamps, crayons, felt pens, pressure sensitive labels, etc., but the new products make high-speed, low cost marking available. Numbers and other information can be printed on plastics, glass, metal, rubber, cellophane, and other non-porous surfaces at the speed of 40 to 60 prints a minute.

All-Mark Ink dries in a few seconds on most surfaces, permitting production line use. The handprinter is kept soft from a felt strip in the printers tray that is saturated with a special Weber emollient, Sta-Moist Solution.

The stencil used with the handprinter may be handwritten or cut in the office in continuous form or as a by-product of office paperwork. The stencil is supersensitive so that it may be cut through a ribbon on any office equipment including tab machines.

The All-Mark Ink is offered in black and five colors—blue, green, red, orange, and yellow. The Handprinter has an ink reservoir containing ink for several thousand prints.

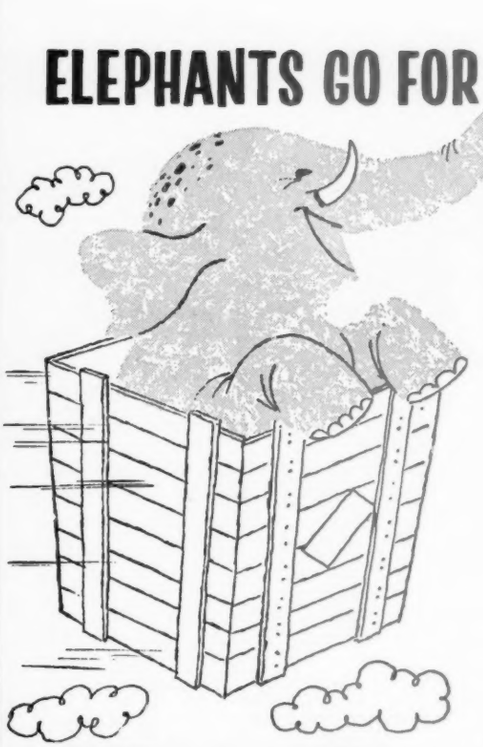
Metal Mesh Strapping Is Reusable And Sturdy

A flexible metal mesh strapping permitting re-use of strapping material is being manufactured by the Cambridge Wire Cloth Co., of Cambridge, Maryland. Cambridge believes the new product will be particularly useful for binding palletized material for inter-plant handling, storage or transportation.

Cambridge calls the product Gripper, and says it offers many advantages over steel strapping or other binding methods. It is easy to rig and unhitch, and offers excellent load protection.

The assembly consists of a pair of metal mesh strapping sections with plate attachments at one end for permanent bolting to a pallet. On one of the free ends, there is a handle with a piece of Nylon strapping attached. To bind material in place on the pallet, the Nylon strap is inserted into the ratchet tightening buckle, and tension is applied simply by moving the tightening buckle handle back and forth. It is possible to apply as much as 1000 pounds tension on the assembly. To unhitch the assembly, a release button

ELEPHANTS GO FOR PEANUTS TO SOUTH AMERICA



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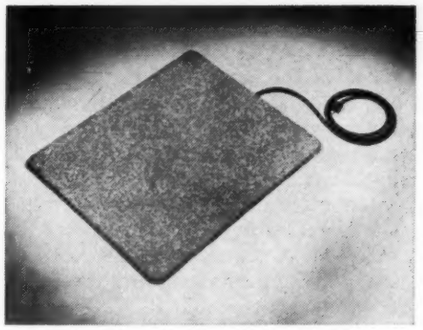
on the ratchet is pressed and tension is released.

To eliminate the possibility of the palletized material cutting through the Nylon strap, a piece of metal mesh strapping, attached to the Nylon strap handle, lies in place between the Nylon strap and the material.

Cambridge says the design can be modified to meet special requirements. For instance, to eliminate permanent attachment to a pallet, the end pieces of the assembly can be made with hook-type fittings which would grab pallet edges. The unit can also be made as one piece so that it simply wraps around the load and the pallet. The strapping is available in any length or width, and can be covered with Neoprene or plastic for load protection.

Warm Feet Help Employee Efficiency

A radiant heating device to keep employees' feet warm on shipping platforms, freight depots, terminals, warehouses, or other areas where floors are cold, or damp has been designed by MacNeal & Dashnau. The firm reports that the UL approved device was developed to promote employee efficiency, particularly for those required to sit or stand for extended periods



with feet exposed to cold floors.

The new radiant unit automatically provides a constant 10 degree increase in temperature at floor level. It is constructed of durable, laminated, tempered Masonite, measuring 20" by 24" by 5/16". The 120-watt radiant heater operates from 120 volt, single phase, 60 cycle current. In most areas, it will operate for 10 hours for 2¢.

Since there are no exposed wires or open flames, the unit can be operated in hazardous or wet locations in complete safety.

Price is $13.95 a piece. In units of six, the price is $11.95 each.

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

New Container Material Developed By Pac-Tron Inc.

A line of low cost, re-usable, strong, lightweight, import-export shipping containers has been introduced by PAC-TRON INC., of Waltham, Mass.

Made of a newly developed material, called by the registered name of Duratron, the containers may be obtained in standard or custom-built shapes.

Duratron is a chemically impregnated structural board which is non-toxic, non-corrosive, and non-hygroscopic. It meets most food and drug requirements, and does not affect polished metals. It contains no sulphur or other corrosive chemicals.

The firm says that Duratron is made entirely of non-critical materials and because of its competitive advantages and low cost is expected to replace plywood, fibreboard, lumber, steel and aluminum in many shipping and packaging applications.

The new material was developed by Harry Freeman, vice president-engineering research of PAC-TRON INC., who was formerly Director of the Material Handling Institute of Newport, Rhode Island.

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TECHNICAL LITERATURE

Marking Catalog From Markomation

An illustrated catalog showing the wide range of engraved steel lettering tools available for indenting, embossing, blind stamping, etc., has been developed by the Markomation Division of Consolidated Stamp Manufacturing Co. The catalog includes complete specification pages, a removable, transparent, flexible lettering chart, and a check list for ordering.

Also including is a spectrum of marking processes for industrial part, component, product, and package identification.

Furniture Traffic Examined In New Book

A book titled *Furniture Traffic Management Reports,* has just been published by the National Furniture Traffic Conference, Inc. The book contains many of the addresses and reports delivered at the first annual Furniture Traffic Managers Convention, held in Chicago.

Some of the features of the book include a four-page outline of factors a company should consider before deciding to operate its own trucks; practical suggestions on steps a company should take to reduce the incidence of shipping damage; an up-to-the-minute report of major transportation problems facing furniture retailers; and the form used by one of the nation's leading furniture producers to analyze company truck operating costs.

The book may be purchased through the National Furniture Traffic Conference, Inc., 335 East Broadway, Gardner, Mass. The price is $5.00 a copy.

Brochure On Urethane

A brochure on a new, rigid urethane packaging called Hewfoam is available from H. E. Werner, Inc. The brochure illustrates Hewfoam and describes its purpose and characteristics—such as its light weight (which reduces shipping costs), its moisture-proof qualities, its insulating value for products that must be shipped under close temperature control, and its ability to resist shock.

Equipto Manual

The 1961-1962 Reference Manual for Steel Equipment from Equipto, Aurora, Ill., is available. This 64-page guide deals with many forms of storage units, slotted angle, mezzanines, shelving, lockers, carts, and other items used in industry. There is no charge for the manual.

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

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ON THE DOCKET

OCTOBER

Produce Packaging Exposition, St. Louis, Mo., October 1-4.

International Federation of Forwarding Agents, Biennial Congress, Vienna, Austria, October 9-15.

3rd Western Pallet Users' Conference, Hotel Multnomah, Portland, Ore., October 11-12.

IATA, Executive Committee, Sydney, Australia, October 19.

IATA, 17th Annual General Meeting, Sydney, Australia, October 23.

Air Traffic Conference, Fall Meeting, Washington, D.C., October 24-26.

Association of Local Transport Airlines, Quarterly Meeting, Las Vegas, Nev., October 26-27.

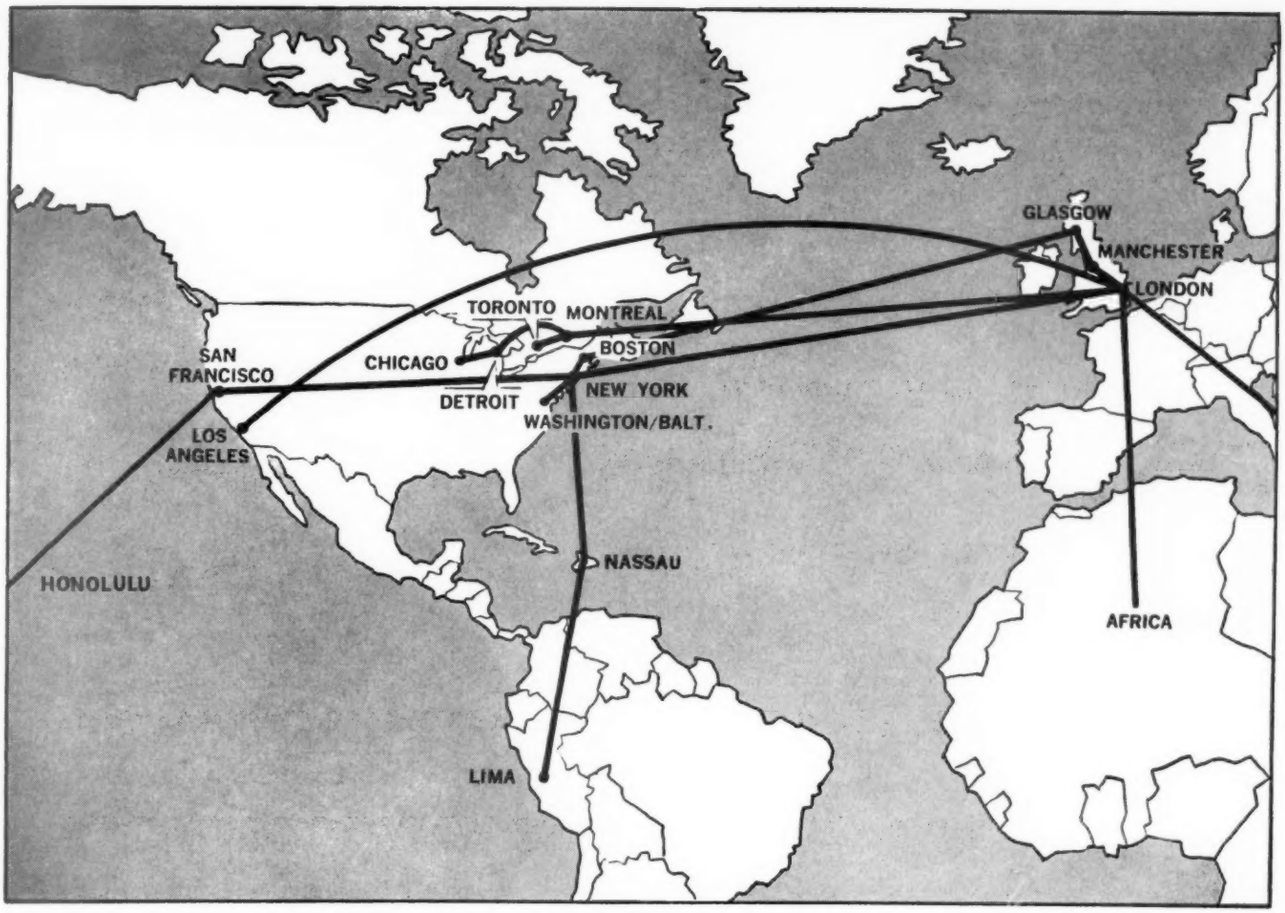
NOVEMBER

Connecticut General Life Insurance Co. Symposium, "The Issues and Challenges of Air Transportation," Hartford, Conn., November 1-3.

Fifteenth Institute on Air Transport Management, American University, Washington, D.C., Nov. 6-17.

Advertisers' Index

Airborne Freight Corp.	32
Air Express, Div. of REA Express	38
Air Express International Corp.	36
Air France	12
Alitalia Airlines	29
American Machine & Foundry Co., Government Products Group	17
Atlantic Transfer Co.	26
Avianca	30
Braniff International Airways, Inc.	3
British Overseas Airways Corp.	37
Continental Air Lines, Inc.	20
Delta Air Lines, Inc.	31
Japan Air Lines	23
Lan-Chile Airlines	34
Lufthansa German Airlines	2
National Airlines, Inc.	35
Pakistan International Airlines	6
Pan American-Grace Airways, Inc.	33
Pan American World Airways	4
Qantas Empire Airways Ltd.	28
Seaboard World Airlines	24
Swissair	8
United Air Lines, Inc.	1



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